

**Lake Superior  
Provincial Park**

**Preliminary  
Master Plan**

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Conservation  
Applications

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# Foreword

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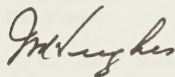
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I am pleased to present this Preliminary Master Plan for Lake Superior Provincial Park to you for your review and comment. Please forward any comments you may have by October 1, 1977, to:

Regional Director  
Northeastern Region  
Ministry of Natural Resources  
Box 1900  
Sault Ste. Marie, Ontario  
P6A 5N9


Your participation will assist us in refining this Plan, leading to the preparation of an Approved Master Plan for Lake Superior Park.



J. M. Hughes  
Regional Director  
Northeastern Region

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# Master Plan Highlights

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1. Lake Superior Park will continue to be classified as a Natural Environment Park (see Section 7).
2. The objectives of the Park will be:

## Preservation Objective:

To preserve the provincially significant natural environment of Lake Superior Park incorporating natural, cultural, and recreational features.

## Recreation Objective:

- (a) To provide in Lake Superior Park day-use opportunities in areas of outstanding recreational potential associated with the natural environment of the Park.
- (b) To provide in Lake Superior Park facility-based camping opportunities in the natural environment of the Park and in associated areas of outstanding recreational potential.
- (c) To provide in the natural environment of Lake Superior Park back country travel and camping opportunities.

## Heritage Appreciation Objective:

- (a) To provide opportunities for unstructured individual exploration and appreciation of the natural environment heritage of Ontario through exploration and appreciation of the natural environment of Lake Superior Park.
  - (b) To provide opportunities for exploration and appreciation of natural and cultural environments through interpretation and education based upon the character and significance of Lake Superior Park.
-



#### Tourism Objective:

To facilitate travel by residents of and visitors to Ontario who are discovering and experiencing the Lake Superior region.

#### Resource Products Objective:

To contribute to the economic well-being of local communities through the provision of renewable natural resources from Lake Superior Park.

3. The boundaries of the Park will be extended to include an additional 7,070 ha (17,450 acres) of land and water. The most significant extension will be northward to the Michipicoten River in Rabazo Township immediately south of Wawa. This proposed extension, by incorporating in the Park an area of high potential for the discovery of mineral deposits, will remove this land from mineral production purposes resulting in potential losses to the economy of the province. (Section 8)
4. Recreation-Utilization Zones in which commercial timber harvesting will be permitted as well as low-intensity recreational activities will account for 49.1 per cent of the Park area (56 per cent not including Lake Superior waters). The remainder of the Park, in which there will be no timber harvesting, will be zoned as follows: Wilderness, 16.0 per cent; Nature Reserve, 9.6 per cent; Historical, 0.5 per cent; Natural Environment, 11.1 per cent; Access (including Lake Superior waters), 13.0 per cent; Development (including Highway 17, 0.7 per cent. (Section 8)
5. The Park will in general be managed according to the management policies established for Natural Environment Parks. (Section 9)
6. Commercial fishing will continue to be permitted in Lake Superior and the fishery will be permitted road access to Sinclair Cove and Gargantua Harbour. (Section 9 and 11)
7. Commercial trapping and commercial bait fishing may be permitted in designated areas of Recreation-Utilization zones and will be phased out of all other zones. (Section 9)
8. Recreational activities will be encouraged which are based on interaction with the Park's natural and cultural values. Activities will be of low intensity except in Development Zones where they may be of moderate intensity. (Sections 9 through 16)
9. Interior camping permits will be introduced. (Section 9)
10. A Fish and Wildlife Management Plan will be written for the Park. (Section 9)
11. Hiking trails will be developed as demand justifies and priorities permit. (Section 9)
12. Sport hunting for moose, grouse, and varying hare will be permitted, but will be restricted to the central and northern area of the Park east of Highway 17. (Section 9)
13. Motorboats will not be permitted except on Sand Lake and Lake Superior. (Section 9)

- 
14. Recreational snowmobiling will not be permitted. (Section 9)
  15. The Highway 17 corridor will be improved and maintained in keeping with the Park's natural environment. Information services will be developed to clearly identify the Park and its resources and facilities to Park users and other highway travellers. (Section 10)
  16. Support facilities and services at the existing day-use areas, car campgrounds, and access points will be upgraded. (Sections 10 and 11)
  17. A small interior hike-in campground will be developed at Gargantua Harbour. (Section 11)
  18. A forest access road will be constructed to cross the Park through Goodwillie Township to provide access for men and service vehicles only to timber limits east of the Park. (Section 16)
  19. A Forest Management Plan for the Park will be written. (Section 16)





# *Introduction*



Existing Park and Boundaries  
Park Planning Area and Boundries



Figure 0.1



Lake Superior Provincial Park was established in 1944 as a result of pressure from residents of Sault Ste. Marie to have preserved a significant area of Lake Superior's coastline. The Park has been readily accessible to the general public since the completion of the Trans-Canada Highway through the Park in 1960. Increasing demands upon the Park to meet a variety of preservation, recreation, and resource production objectives, and increasing public concern about the reconciliation of these objectives, necessitated the commencement of a Park Master Planning programme in 1970.

Park Master Planning is a process which involves the collection and evaluation of data and the development and review of concepts and alternatives leading to the preparation of a Park Master Plan. A Park Master Plan is a document which establishes detailed policy guidelines for the orderly development and effective management of a Provincial Park in order that it may best contribute to the goal and objectives of the Provincial Parks System.

The goal of the Provincial Park System is:

*To provide a variety of outdoor recreation opportunities, and to preserve provincially significant natural, cultural, and recreational environments, in a system of Provincial Parks.*

The Objectives of the Provincial Parks System are:

1. Preservation Objective

*To preserve provincially significant elements of the natural and cultural landscape of Ontario.*

2. Recreation Objective

*To provide Provincial Park outdoor recreation opportunities ranging from high-intensity day-use to low-intensity wilderness experiences.*

3. Heritage Appreciation Objective

*To provide opportunities for exploration and appreciation of the outdoor natural and cultural heritage of Ontario.*

4. Tourism Objective

*To facilitate travel by residents of and visitors to Ontario who are discovering and experiencing the distinctive regions of the Province*

In 1970, the former White River District, Department of Lands and Forests, began to compile information on recreational and economic activities and resources in Lake Superior Park. Beginning in 1971, specialists surveyed and evaluated the earth science, life science, prehistorical, and historical resources of the Park. These surveys are cited in Appendix III.

A task force within the Department of Lands and Forests was established in 1971 to integrate background information and develop an acceptable concept for the Park's future.



In 1972, this task force produced a document titled Lake Superior Provincial Park: Master Plan Background Information, which was released for the purpose of involving the public in the planning process. This document included a Comment Sheet which solicited viewpoints on the future of the Park from Park users, residents of Sault Ste. Marie and Wawa, special interest groups, and the general public. A review of public response may be found in Appendix I.

Evaluation of the data collected and of public response provided the basis for the 1973 final report of the task force, An Evaluation of Planning Alternatives for Lake Superior Park. The primary purpose of this report was to evaluate the recreational, environmental, and economic implications of several concept alternatives ranging from a wilderness park concept, to one with primarily economic and high-intensity recreational objectives. On the basis of this evaluation, a concept alternative was recommended which was considered the best solution for reducing conflicts and ensuring a diversity of opportunities within the Park.

The recommended alternative, further developed and refined between 1973 and 1976, forms a basis for this Preliminary Master Plan which was prepared in 1976 by a Ministry of Natural Resources master planning team. The team delineated for its work a Park Planning Area somewhat larger than the existing Provincial Park (see Figure 0.1).

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## Part 1

# Lake Superior Provincial Park: Past and Present

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## 1.Regional Setting

### General Characteristics

Lake Superior Provincial Park is located on the eastern shore of Lake Superior, within the Territorial District of Algoma (see Figure 1.1). One of the major natural areas remaining around the shore of the world's largest freshwater lake, the Park is also readily accessible by Trans-Canada Highway. The Park is particularly distinctive for its ruggedness and scenic beauty apparent even to the casual highway traveller, its ecological significance as a transition zone between southern and northern life zones in Ontario, its rich cultural associations for the past and present Indian peoples of the Lake, and its outstanding potential for back country hiking and cross-country skiing. While logging has taken place over considerable areas of the Park, much of the coastline away from Highway 17 is still in a near-primitive state. The Park is a provincially significant natural and cultural landscape which provides a particular combination of low-intensity recreation opportunities not found elsewhere in Ontario.

The Park is bounded on the west by Lake Superior and on the east by the Algoma Central Railway, or lands owned by that railway. To the south, the boundary skirts the flooded hydroelectric reservoirs of the Montreal River, and to the north, it reaches close to the Municipality of the Township of Michipicoten. In Section 8 (Land Use Plan), modest boundary extensions are proposed which would bring the Park unit to its ultimate limits as determined by natural conditions and existing

land ownership and development.

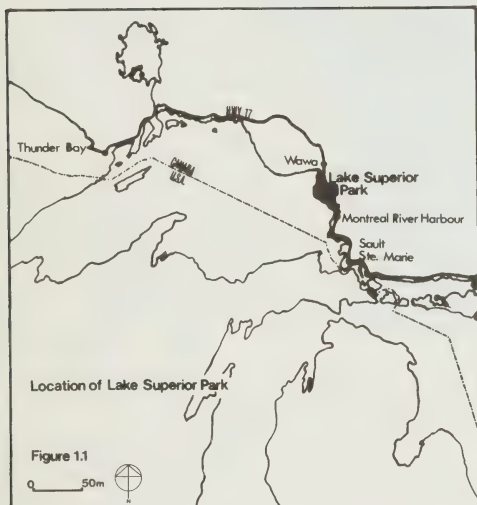
### Access

The principal access to Lake Superior Park is by Highway 17 which runs 90 km (56 miles) the length of the Park Planning area. Passenger bus service is available along this highway. The Algoma Central Railway provides passenger train service to parts of the Park's eastern boundary, as well as to canoe and hiking routes extending into the Park. The entire coastline is accessible by water, although there is only one designated small craft harbour at Sinclair Cove. No change is anticipated in these conditions of public access into the Park.

### Surrounding Area

In general, the lands surrounding the Park are devoted primarily to resource extraction and recreation. A high-intensity mining and refining area lies immediately north of Wawa. Along Highway 17, there is no pressure for substantial urban and commercial development north of Montreal River Harbour or south of Michipicoten River. Lake Superior is used primarily for commercial shipping, commercial fishing, and low-intensity recreation.

Wawa (area population 6,000 approximately) lies 10 km (6 miles) north of the Park Planning area boundary and provides a wide range of services to Park users. Montreal River Harbour (population 50 approximately) lies 8 km (5 miles) south of the Park boundary and provides basic services to Park users. Also, approximately 4,000 persons are scattered along Highway



17 between Montreal River Harbour and Sault Ste. Marie. These intermediate communities provide a variety of services to Park users passing through. No dramatic population changes are anticipated in the immediate area of the Park. However, population fluctuations are difficult to anticipate for small northern communities with resource-based economies.

The only major Ontario centre located within day- or weekend-use range of Lake Superior Park is Sault Ste. Marie with a population of 80,000 approximately. Sault Ste. Marie provides a full range of services and is the home of a modest proportion of Park users. Sault Ste. Marie is anticipated to reach a population of between 115,000 and 140,000 by 2001.

## 2.Natural Environment

### Introduction

Lake Superior Park lies in a harsh Canadian Shield environment tempered by the influence of Lake Superior. The regional climate is a humid, continental one moderated by the Lake. The Park lies within the ancient Canadian Shield and the region of glaciation associated with the most recent Ice Age. These two characteristics are the dominant influences of the Park's geology and landforms. The Great Lakes - St. Lawrence forest region extends to the northern part of the Park, where it begins to merge into the Boreal forest region to the north. Thus the Park environment represents a transition zone between land and water, between northern and temperate conditions, on a harsh Shield base which considerably limits biological productivity.

### Climate

Weather conditions in Lake Superior Park are extremely changeable throughout the year. In summer, a characteristic weather pattern is two to three days of clear, dry weather followed by warmer and more humid weather, often accompanied by changeable winds and perhaps rain for one or two days. In winter, snow squalls and high winds frequently appear within hours after formerly clear, dry weather. Fog occurs frequently in the Park, particularly along the coastline. Fog may remain stationary for days until dispersed by wind or the heat of the sun. The Park's changeable weather patterns and extreme topo-

graphical variation combine to produce considerable variation in weather conditions from place to place within the Park.

Lake Superior remains cool throughout the summer. In the warmest month, August, surface water temperatures along the coastline are generally less than  $17^{\circ}\text{C}$ , and air temperatures seldom rise above  $25^{\circ}\text{C}$ . Surface temperatures of inland water bodies normally reach about  $18^{\circ}\text{C}$  in midsummer, and air temperatures are warmer than along the coastline. Snowfall is heavy in Lake Superior Park, averaging around 380 cm (150 inches) per year. Mean monthly temperature and precipitation at Wawa and Montreal River Harbour, which are representative of conditions in the Park, are illustrated in Figure 2.1.

## Geology and Geomorphology

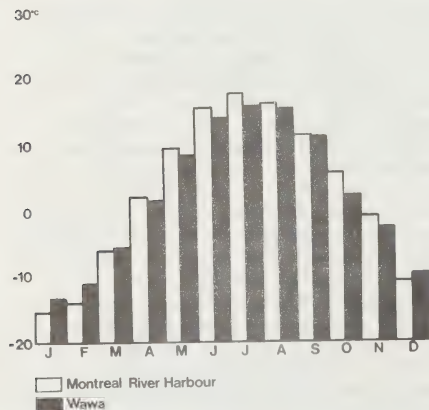
Lake Superior Park lies within the southern section of the Canadian Shield, the geological region of ancient rock which underlies the majority of Canada's area (see Figure 2.2). The Park is characteristic of the Shield in its evidence of ancient volcanic activity, mountain building, regional uplift, and faulting and folding, frequently followed by long periods of erosion including glaciation. However, its extreme ruggedness distinguishes it from most of the Shield.

The bedrock geology of Lake Superior Park is mapped in Figure 2.3. Two large geological formations of particular interest have been partially explored in the past for their economic potential. One is

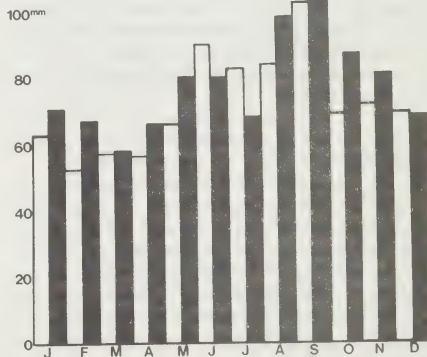
Figure 2.1

Mean Monthly Temperature and Precipitation  
for Wawa and Montreal River Harbour 1941 - 1970

### Temperature



### Precipitation







an Archaean metavolcanic (greenstone) belt in the central part of the Park, known to contain some iron and other base metals. This greenstone belt is related orogenically to the second formation, a calc-alkaline intrusion or stock, centred on Gamitagama Lake. This intrusion is known to contain gold, nickel, and copper deposits

Among specific geological features of interest in the Park are the faults and dykes, frequently diabase, which have been noted in many areas. A most notable fault is the Red Rock River fault. Movement along this fault has shifted Cape Chaillon about 7 km (4.5 miles) south from Old Woman Bay, and well over 1,000 m vertically down. The faults in the Agawa Rock area are also notable. Diabase dykes are easily seen along the Lake Superior shore and in many Highway 17 roadcuts. Pillow lavas and stacks have been found south of Gargantua Harbour. Cambrian sandstone is deposited on Leach, Montreal, and the Lizard Islands and on the tip of Grindstone Point, where it forms an interesting contact with the older Precambrian rock. These 500 million year old sandstones are the most recent formations in the Park prior to the Ice Age, and represent the northwesternmost extension of this formation in Ontario. Also of interest are Keweenaw lavas along the coastline which include agate exposures.

The present landscape of Lake Superior Park is a product of erosion over millions of years. The results of stream erosion can be seen in the form of numerous river valleys, such as the Sand and Agawa which are the largest.

Glacial erosion has affected the preglacial landscape and enlarged the already existing valleys. Also of interest are the materials deposited by glaciation, which blocked and modified many preglacial valleys and rivers. These deposits of sands and gravels are in sharp contrast to the thinly soiled rock formations found at higher elevations. Eskers are present throughout the Park. Glacial spillways and raised terraces are seen in many areas along Highway 17, especially in the Baldhead and Old Woman river valleys.

During the most recent Ice Age, the weight of the glaciers depressed the Park lands by about 200 m. As the ice front retreated, a series of glacial lakes formed in the Lake Superior basin. The level of these lakes continually fell relative to the coastline as the land rebounded from the weight of the withdrawing ice. Today, raised beaches and terraces extend inland from the still rising coastline at elevations which exceed the present level of Lake Superior by up to about 100 m.

At present, erosion due to the action of water and frost is most significant. Rivers and streams are constantly eroding and lowering their basins and depositing sand and gravel into Lake Superior in the form of spits and deltas. Many of the cliff faces and steep hills are being reduced by frost shattering, as frequently shown by the debris or talus accumulated at their bases. The coastline is also being actively eroded by wave action and lake ice. The presence of offshore stacks and sea caves, and the generally jagged appearance of the rocky shore, exemplify this type

## Bedrock Geology of Lake Superior Park

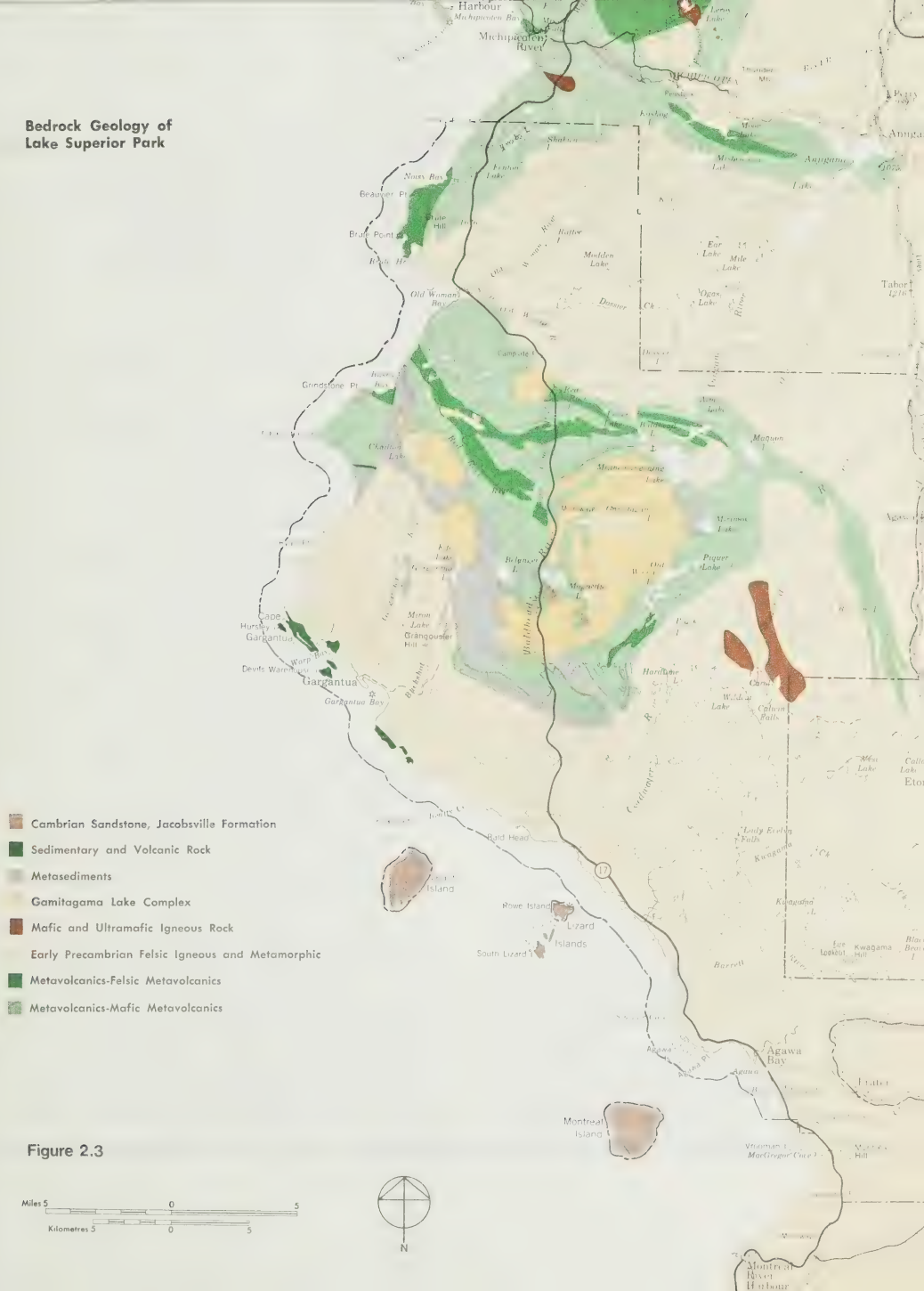


Figure 2.3

of erosion. Deposition by rivers, along with wave action and shore currents, have produced short lengths of sandy beach. North of the mouth of the Sand River, the beach is sufficiently developed to contain sand dunes up to 5 m high.

The coastal area of the Park is the most significant geologically and geomorphologically. Its bedrock, raised and contemporary beaches, and coastal erosion features of regional, provincial, and even national significance, make it perhaps the most interesting segment of the entire Lake Superior coastline. The glacial and contemporary fluvial features of the Sand and Agawa valleys, including glacial Lake O'Connor, and the Red Rock, Gargantua, Buckshot, and Baldhead valleys, as well as the eskers scattered throughout the Park, are also of particular geomorphological interest.

### Topography

Lake Superior Park consists of one of the most rugged landscapes in Ontario. The terrain is sharply broken throughout almost all of the Park, and relief of 100 m or more within a few hundred metres is characteristic. Lake Superior is 183 m (602 feet) above sea level. The highest elevation in the Park is approximately 595 m (1,950 feet), between Gamitagama and Old Woman Lakes. The Lake Superior coastline is the Park's most noteworthy topographic feature. The Park Planning Area includes approximately 115 km (70 miles) of mainland coastline, or 8 per cent of the entire Canadian coast. The southern third of the coastline is the most gentle stretch of coast, having a relatively less rugged backshore and

many excellent sand beaches. To the north of the Coldwater River, the coast becomes more rugged as bluffs frequently tower over the rocky beaches. North of Cape Gargantua with its series of natural harbours, rock bluffs rise up to 200 m abruptly from the water's edge. This type of topography continues almost unbroken until the Michipicoten River lowland with its fine sand beach.

The interior uplands of the Park are characterized by rolling, forested hills and bluffs, and cold, clear lakes nestled in the valleys. The rugged topography of the interior divides it into a number of relatively small drainage basins drained by quickly flowing, steeply dropping rivers which run fairly directly south or west into Lake Superior. The principal of these are the Agawa, Sand, Baldhead, and Old Woman rivers. Mijinemungshing Lake and surrounding waters drain into the Anjigami River which flows northward to the Michipicoten. Drainage is generally structurally controlled with most major streams following fault lines for part of their lengths. Soils are thin to nonexistent glacial tills except for some areas of sand deposits in the upper Agawa and Sand river valleys. In general, the interior does not have the capability to support intensive development.

The Agawa and Michipicoten rivers meander through extensive, sandy lowlands near their mouths. These lowlands, relatively amenable areas within the harsh Park environment, are of particular natural, cultural, and recreational significance. Also significant are the major offshore islands, Leach, Montreal, and the Lizards, which are low lying sedi-



mentary deposits. The sandy lowlands along the coast are the areas in the Park of highest development capability, but the distinctiveness of their natural and cultural features is a major constraint to development.

## Flora

Lake Superior Park straddles the transition or ecotone between the northern Boreal forests and the Great Lakes - St. Lawrence forests. Figure 2.4 shows the relationship between the Park and the forest regions of Central Canada. The Park exhibits an interesting change in forest variety from the coastline through the interior to the eastern boundary. The vegetative zones of the Park are mapped in Figure 2.5. Rugged, dissected topography induces a wide range of groundwater and water table conditions. The overall pattern is a change from a mixed hardwood forest in the south, to a boreal mixed forest in the north; a change from an exposed, thinly soiled forest sharing both boreal and hardwood species, along Lake Superior, to deciduous forest in the interior, to a more boreal forest on the eastern boundary; and a change from a moist, poorly drained forest of spruce and balsam fir on lowland sites, to a drier well drained hardwood forest on upland sites. The result is a varied interplay of plant communities and forest types, and a corresponding variety of animal habitats. A mixture of wildlife common to both the Boreal forest and to the Great Lakes - St. Lawrence forest is apparent in the Park.

Hardwoods of the Great Lakes - St. Lawrence forest cover two-thirds of the Park. The moderating influence

of Lake Superior accounts for this northern extension of hardwoods. In the Park, sugar maple and yellow birch are the dominant trees representing this forest type. Quite often, pure stands of sugar maple occur on upper slopes and ridges, while yellow birch prefer sites a little lower down. Soils on the ridges generally have evolved from glacial tills. These fairly well drained soils are preferred by the hardwoods. Where these soils are thin or lacking, a mixed forest cover of conifers, white birch, service berry and mountain ash is more prevalent.

The second major vegetation type within the Park is a southern phase of the boreal forest region which lies to the north of the Park. Two formations are apparent. There is a mixed upland formation dominated by white birch, together with white spruce, trembling aspen, mountain ash and balsam fir which is found north of the Old Woman River, along the Lake Superior coastline. The transition or ecotone between this boreal mixed upland forest, and the Great Lakes - St. Lawrence forest, is quite abrupt. Though not forming a sharp line, this ecotone is a striking feature of the Park. The second boreal formation is a mixed forest of white spruce, black spruce, and balsam fir which is found in many valleys and lowlands where soils are not too well drained, and somewhat acidic.

The third major vegetation type consists of wetland formations which are common due to the large amount of glacial ponding characteristic of the Canadian Shield. These wetlands vary from wet meadows, to fens, marshes, bogs, alder thickets, or swamps.

In addition to these three vegetation types, the Lake Superior coastline supports vegetation peculiar to such geomorphological features as sand beaches and dunes, cobble and boulder beaches, and rocky areas. Small relict Arctic plant communities are found in such exposed locations, and these communities, because of their extreme southern location compared with their normal habitat, are of great interest to botanists and are a significant feature of the Lake Superior coast.

In summary, the most significant overall feature of the Park's flora is the ecotone between two of Canada's principal life zones, the Boreal forest and the Great Lakes - St. Lawrence forest. In addition, the Lake Superior coastline supports relict Arctic plant communities, of which the Arctic crowberry site at Agawa Bay is the most southern such site recorded in Canada.

## Fauna

The species, density, and distribution of fauna in Lake Superior Park are generally similar to those characteristic of the Canadian Shield in Northeastern Ontario.

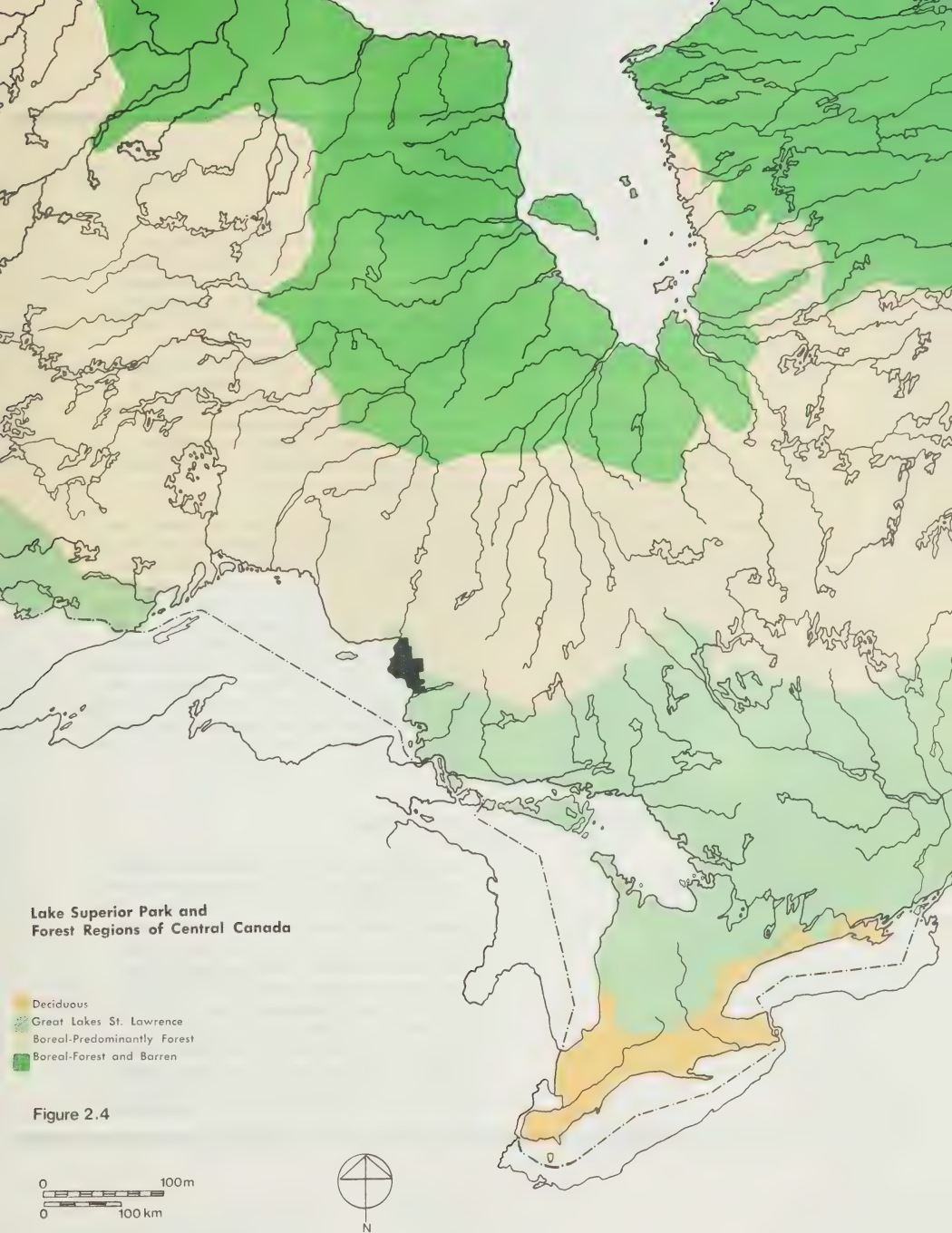
Few species of amphibians or reptiles have been recorded in the Park, as might be expected in the Shield environment; however, leopard and mink frogs, salamanders, and the American toad are common. The garter snake also occurs throughout the Park. Turtles are uncommon except for a local population of snapping turtles in the Agawa River delta.

Over 160 species of birds have been recorded. Of these, about 50 are

known to nest in the Park; however, there are only about 30 year-round resident species. The geographical distribution of some birds tends to be related to the major forest ecotone that traverses the Park. For example, boreal chickadees seem more common in the north of the Park, while blue jays, a southern migrant, are more common in the Park's hardwood forests. Studies now underway are beginning to show a similar pattern for thrush distributions.

The large mammals of the Park do not appear to show any particular distribution pattern, perhaps because of their wider habitat tolerance. Moose are found throughout the Park and often present a hazard to the unwary motorist travelling on Highway 17. Deer are not common, mainly because of the Park's heavy snowfall. The larger carnivores -- black bear, timber wolf, and lynx -- are distributed throughout the Park. The wolves appear to be in three packs: one ranging around the Agawa valley, the second around the Baldhead valley and Belanger Lake, and the third around Mijinemungshing Lake. Other carnivores (fox, fisher, marten, mink, etc.) are also common. However, carnivores are not in general likely to be observed by the casual visitor. Several other species are common, including beaver, muskrat, and several kinds of mice, shrews, and bats. Snowshoe hares, chipmunks, and red squirrels are the mammals most often seen by the casual visitor.

Fish significant to the Park include those common to Lake Superior and inland waters in Northeastern Ontario. These include brook trout, lake trout, rainbow trout, yellow pickerel, smelt, lake whitefish, lake herring, chub (cisco), suckers and several



Lake Superior Park and  
Forest Regions of Central Canada

- Deciduous
- Great Lakes St. Lawrence
- Boreal-Predominantly Forest
- Boreal-Forest and Barren

Figure 2.4



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varieties of minnows. Also present in Lake Superior are sea lamprey.

An interesting component of the Park's fauna is its insect populations. Currently the Park is experiencing an outbreak of spruce budworm which is having a dramatic impact on spruce and balsam fir stands. Mosquitoes, black flies, sand flies, and a variety of moths and butterflies are common, as elsewhere on the Shield.

The Park's animal life in general is very representative of northeastern Ontario Canadian Shield fauna. However, the sandhill crane nesting sites in the glacial Lake O'Connor area, the occasionally reported occurrences of peregrine falcons, and the native brook trout populations, are features of perhaps provincial significance.

### 3. Cultural Environment

#### Introduction

What is the particular historical significance of Lake Superior Park? The long connection of the Indians with the land is probably the most important story. Agawa Rock, Devil's Chair, Indian Harbour and other sites represent important religious sites in the life of a people. Indeed, the Park is an excellent place to investigate some of the more important aspects of Ojibway rites, maple sugaring, and the migratory economic cycle.

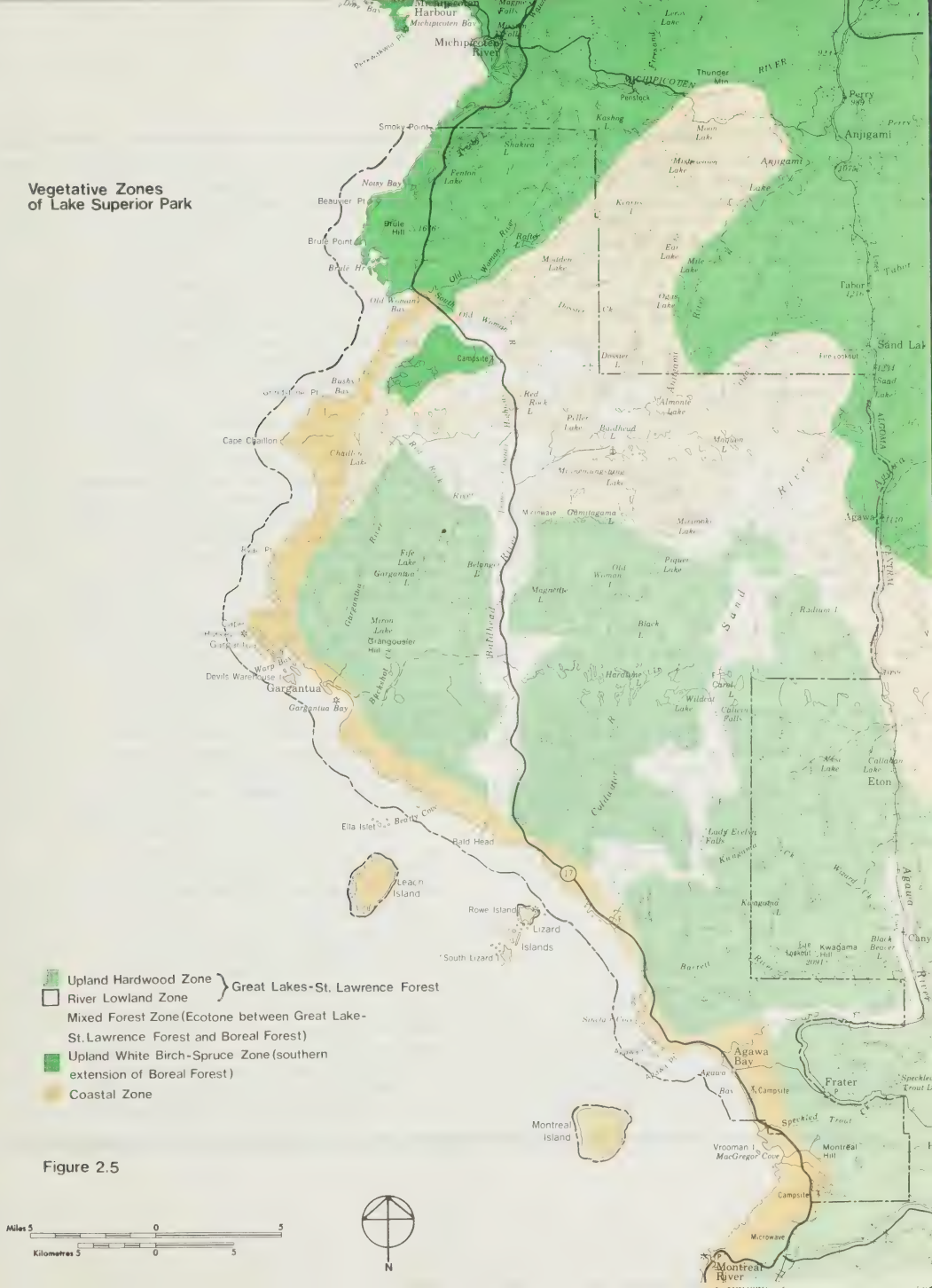
From the European point of view, the history of the Park area is part of a broader regional history which is one of the oldest in Canada, and one of the most varied. On the coastline of Lake Superior, one may conjure up images of exploration efforts, fishing, mining, lumbering, transportation development, and tourism, along with contributions to the arts and sciences. All of these things have been silently witnessed by the Park and, on occasion, hosted by it.

#### Native Peoples

Evidence of man's relationship with the Park begins with some 28 recorded historic and prehistoric Ojibway or pre-Ojibway sites on or close to the coastline. Many of these are small habitation sites, some of which were in use over quite long periods of time while others were used intermittently. Other sites are the strange "Pukaskwa pits", found on cobble beaches, which may have been man-made vision pits or shelters. Still other sites are of a religious



# Vegetative Zones of Lake Superior Park





or mythic nature, such as Devil's Chair, where Nanabohzo reputedly rested after having jumped over the lake. Devil's Warehouse Island and Agawa Rock are other such sites where the mythic stories of the Ojibway find expression.

The Indian cultures that existed in the Park are characteristic of those found elsewhere on the Shield in Northeastern Ontario. Archaeological evidence suggests a continuous evolution of contacts with other areas and peoples which ultimately set the basis for European settlement. Contact and continuity between Indian and European in the Northeast was a major factor in the frequent European replication of Indian settlement geography, as in the cases of Michipicoten, Gargantua, Agawa Bay, Batchawana, and Sault Ste. Marie.

The life style of the Indians was for generations, going back to the earliest known archaeological evidence of about 1100 A.D., a seasonal migratory existence. Single families would live by themselves through the harsh winters, congregating in spring for maple sugaring and in the summer for fishing. The Robinson-Superior Treaty of 1850 under which Indian rights to all the land around Lake Superior were relinquished except for small reserves, did not really change that way of life which persisted well into the 1920s.

#### **The Fur Trade**

The mouth of the Michipicoten River was used as a fur trade site for nearly two centuries. This was a direct consequence of Michipicoten's geographic position at the crossroads of water routes, north to Hudson Bay

and east to Montreal -- the two historic transport and communications systems in the Canadian fur trade. The first post was operated by the French, from 1725 to 1763, on the southwest bank of the Michipicoten River, opposite its confluence with the Magpie River. Thereafter, posts were operated here successively by independent traders (1767 - 1783) and later by the North West Company (1783 - 1821).

The Hudson's Bay Company's presence at Michipicoten dates from 1797. At that time, it established a post on the north bank of the Michipicoten River opposite the North West Company site, with the intention of directing the fur trade to Hudson Bay and away from the Northwesters' Montreal route. In 1803, however, the Hudson's Bay Company abandoned its Michipicoten establishment as part of an agreement with the North West Company concerning trading territories in the hinterlands between Hudson Bay and Lake Superior. After the North West Company broke this agreement, the Hudson's Bay Company re-established itself on the north bank of the Michipicoten River in 1816. The rival companies then renewed competition until their coalition in 1821. During the summer of that year, the Hudson's Bay Company moved its operation to the buildings of the former North West Company post on the southwest bank of the Michipicoten River.

The Michipicoten Post was, between 1827 and 1887, the most important fur trade establishment on Lake Superior. It acted as administrative headquarters, and until 1863, as a trade and supply base, of the Hudson's Bay Company's Lake Superior District. The Company also established a secondary post at Agawa Bay in 1850, which

closed in 1894 following the decline of fur through overtrapping. Operations continued at Michipicoten until the post was closed in 1904.

#### Industrial Activity

In the years between 1845 and 1870, virtually all of the north shores of Lakes Huron and Superior came under the scrutiny of mining interests. It was the great era of the Montreal Mining Company and a host of other enterprises. Copper proved to be the vanguard of settlement in the region surrounding the Park. On the east shore of Superior, the Mamainse headland repeatedly attracted attention. Michipicoten Island was also the scene of copper mining activity from 1849 to 1899.

Before the Hudson's Bay Company Post at Michipicoten was even officially out of business, one of its buildings was serving as a mining recorder's office to aid gold miners who had rushed there in 1897. However, because of the lack of coherent policies regarding gold staking and the proliferation of bogus stock schemes, the area did not gain a good name as a gold field, and operations thereafter were sporadic.

The discovery of a rich body of high grade haematite ore north of Wawa Lake in 1898 might have gone unappreciated for some time if F. H. Clergue had not acquired the claim. Clergue arrived in Sault Ste. Marie in the late 1890s and was the first individual to impose on the area east of Lake Superior visions of development appropriate to the industrial revolution. In 1890, the suggestion that the first steel in Canada would be rolled ten years later at Sault Ste.

Marie, or that a railway would be completed stretching north to Hearst in the next 25 years, would not have been taken seriously. However, Clergue established an industrial conglomerate which, following a series of financial difficulties, resulted in the emergence of companies known today as Great Lakes Power Company, Algoma Central Railway, and Algoma Steel Corporation. Clergue's industrial complex spurred on other activities such as further prospecting and further wood harvesting. Although prospecting was active south and north of the Park, little actual claimstaking occurred in the area. About 1906, some small test shafts were sunk at Gamitagama and Magnetite lakes, but no major finds or mining activity resulted. Some of these claims were further explored as late as 1960, using modern diamond drilling techniques.

Wood was first harvested under licence within the future Park beginning in 1909 on the Agawa River and at Lost Lake, and continuing until about 1918. Pulpwood was harvested along the Michipicoten valley and around Mijinemungshing Lake in the 1920s. Most of this wood was towed in booms by tugs on Lake Superior to Sault Ste. Marie. Today, the pulp sticks lost when booms broke apart in storms can still be found on the beaches of the Park. After Abitibi's cut of the mid-1920s in the Mijinemungshing area (5 old logging campsites remain), little occurred until the 1940s when Belco Timber began veneer and sawlog harvesting out of Gargantua Harbour. Following the Park's formation (1944), Hay and Company was granted licences in the southern portion of the Park in 1951. In 1957, the Guelph Plywood Company was given a licence for most of the remainder of the Park. In

1962, Weyerhaeuser Canada Limited bought Guelph Plywood Company, and Hay and Company was purchased by Weldwood of Canada Limited in 1964.

Commercial fishing also lends a colourful element to the Park's history. Centred at first mainly at Gargantua Harbour, it began with the Booth Fishing Company establishing a fishing station there in 1902. After 1911, the Ganley brothers appeared with a fleet of several tugs, engaged in fishing and general transportation. The 1930s saw the Renners operating their tug from Agawa Bay, and from 1944 to 1950, McKay had his fishing and tourist camp business at Gargantua Harbour.

The Lake Superior fishery suffered a severe blow in the late 1950s when sea lamprey predation depleted the lake trout and lake whitefish stocks, the mainstay of the industry. These were indeed dark days for the commercial fishing industry. However, as a result of lamprey control measures and subsequent plantings of lake trout, the fishery is now recovering.

#### Artistic Expression

The Lake Superior Park area has been variously described as: remote, mysterious, treacherous, fragile, magnificent, sacred, vibrant and wild. These characteristics are reflected in the works of a number of artists who have travelled through the Park area. The Indians who painted at Agawa Rock may be nameless, but their works express the spirit of the Park area around the world. Paul Kane painted at Michipicoten during his journey to the west, between 1845 and 1848. William Armstrong

left behind two paintings of the Michipicoten fur trade post. In 1918, members of the future Group of Seven travelled up the Algoma Central Railway in a specially outfitted boxcar.

The most famous paintings of this "boxcar trip" are Frank H. Johnston's Canyon and Algoma, Lawren Harris's Montreal River, and J. E. H. MacDonald's Waterfall and Agawa Canyon. A. Y. Jackson also painted around Michipicoten and along the Park's northern coast in the 1950s. Today a number of well known artists and photographers find subject matter and inspiration in the Park area.

#### Summary

Until Clergue ran his railway up the Agawa Canyon in the first years of this century, the Park area had only been used in any permanent sense by the Indians. In this context, much of the historical significance of Lake Superior Park is derived from the long association of the Ojibway with the Park environment -- the social fabric they wove through the centuries and their persistence in the face of a hostile environment.

While men of note have set foot in the Park, by and large, most of the people associated with the Park area were frontier people engaged in activities such as mining, trapping, logging and fishing. The Park is therefore a good place to interpret and comprehend the general frontier history of the nation. Communities such as Michipicoten River, Gargantua, and Agawa Bay, are representative of the frontier communities of the Lake Superior coastline.

## 4. Recreational Environment

### Introduction

Sections 2 (Natural Environment) and 3 (Cultural Environment) clearly indicate that the vast majority of Lake Superior Park's area is not suitable for intensive development. Section 6 (Park Use and Demand) suggests that in any case further intensive recreational development on a large scale cannot be justified at the present time on the basis of demand. Instead, the bulk of the Park's area is most suitable for low-intensity back country recreation. Such interior travel can reward the user, not only with the satisfaction that comes with the activities of hiking, cross-country skiing, snowshoeing, or canoeing, but also with appreciation of a rugged, scenic environment of distinctive natural and cultural character.

### Recreational Development Potential

There are a few sites in the Park Planning Area which meet the criteria of suitable terrain, nearness to water, and accessibility to Highway 17, for the development of additional car campsites. The most significant such area is on the south side of the Michipicoten River downstream from the highway. Also, all three existing campgrounds could be expanded into suitable adjacent areas.

Data in Section 6 suggest that Lake Superior Park car campers are particularly responsive to settings which are high in natural attraction and low in intensity of development. These considerations are basic to any designation of new sites for develop-

ment. As well, potential sites require thorough investigation of natural and cultural values before any definite commitment to new development can be made.

There are a number of sites along the highway suitable for new small scale day-use development, including the mouth of the Coldwater River which was formerly used for this purpose and was subsequently closed.

### Recreational Activity Potential

The Park's climate limits many summer recreational activities, particularly along the coastline. Only from late May to early July is Lake Superior sufficiently calm to be adequately safe for small boating. Even in midsummer, air and surface water temperatures along the coastline are not generally warm enough to provide satisfactory conditions for swimming for most people. Inland, however, air and water temperatures are more satisfactory. Throughout the Park, summer weather conditions are generally good for passive outdoor activities on land, and very good for vigorous outdoor activities such as hiking or canoeing.

In the interior, only Mijinemungshing Lake and the lakes immediately surrounding it, and Sand Lake, are large enough for motorboating. However, the Park interior's rugged topography and limited accessibility offer to the canoeist a combination of challenging canoeing and camping in difficult country where the rewards include excellent fishing and unsurpassed scenery. The Sand River is an interesting route, and the chain of lakes from Maquon through Mijinemungshing to Old Woman provides the

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only major system of interconnecting lakes. These and other canoe routes are shown in Figure 5.1.

The Park's distinctive topography offers particularly significant opportunities for hiking. The Lake Superior coastline is an area of particular interest. Other areas of spectacular topography such as the Agawa valley and the Foam Lake area are notable. However, almost the entire interior has potential for trail development, or completely unstructured exploration by the most adventurous, which would reward those desiring physical challenge, solitude, and spectacular vistas of an enthralling landscape. Many of the logging roads no longer in use could provide enjoyable opportunities for bicycling.

The above considerations apply equally to cross-country skiing and snowshoeing. For over three months, the Park has reliable, adequate snow cover for winter recreational activities. In midwinter, 70 per cent or more of the days are still warm enough for cross-country skiing. Snow cover and topography also suggest a high capability for snowmobiling.

The Park offers much to the fisherman. Brook trout are common in the rivers year-round, while rainbow trout may be taken in the spring near the mouths of the rivers which flow into Lake Superior. Lake trout are common to Lake Superior and a few of the large inland lakes. Northern pike and yellow pickerel are common to some of the large lakes in the north of the Park. There is an excellent spring smelt run at most river mouths.

The Park is moderately productive of moose and upland game birds. Hunting potential of other species is very limited.



## Lake Superior Park Today

### Legal Status

Lake Superior Provincial Park was established by Order-in-Council on January 13, 1944. The Park originally included its present area on the mainland, plus the balances of Dulhut Township, Rabazo Township south of the Michipicoten River, and Peever Township north of the Montreal River. Major boundary changes took place in 1959, when the Park was reduced to its present northern and southern boundaries, and in 1972, when the waters of Lake Superior within one mile from shore, and Crown islands within six miles from shore, were added. Over the years, a number of private inholdings have been acquired and included in the Park. The most significant of these was the Ryan Location, acquired in 1968.

The Park is now about 1,555 km<sup>2</sup> (601 square miles) in area. It includes part or all of 20 townships, the waters of Lake Superior within one mile from shore, and Crown islands in Lake Superior within six miles from shore (see Figure 0.1).

The Park is bounded on the east entirely by the Algoma Central Railway, or by townships owned by the railway. Lands immediately to the north and south are principally public lands.

### Recreational Development and Management

Present recreational development of Lake Superior Park is light. Development commenced in 1957, and day-use areas and campgrounds reached their present capacity in

1968. Since then, development has been limited to improvements of existing facilities. Figure 5.1 shows the location of existing facilities.

**Campgrounds:** There are three campgrounds, at Crescent Lake (118 sites), Agawa Bay (172 sites), and Rabbit Blanket Lake (64 sites). All have a variety of sites with standard facilities. No electricity is supplied. Toilet facilities consist of vault privies. Central garbage collection is being phased into the campgrounds.

**Day-Use Areas:** There are six day-use areas. Three are within the campgrounds, and the other three are Old Woman Bay, Katherine Cove, and Sand River adjacent to Highway 17. All provide access to water. Old Woman Bay, Katherine Cove, and Agawa Bay provide access to Lake Superior beaches. Sand River provides picnic facilities. Old Woman Bay and Katherine Cove provide picnic and change facilities.

**Interior Access Points:** Access points with parking, dock, and boat launching ramps are maintained at Mijinemungshing Lake (access to Park interior) and Sinclair Cove (access to Lake Superior). The dock at Sinclair Cove is the property of and is maintained by the Canada Department of the Environment. Public access roads are maintained from Highway 17 to these access points as well as to Frater Station on the Algoma Central Railway, and to a parking lot about 3 km (2 miles) east of Gargantua Harbour.

**Interior Travel and Camping:** About 135 km (85 miles) of canoe routes are maintained. No long distance hiking trails are maintained.

**Visitor Services:** A major purpose of the Visitor Services program is to acquaint the Trans-Canada Highway traveller with the rugged, wild topography and coastline of eastern Lake Superior through the intermingling of recreation with interpretation. Another purpose is to bring people into contact with the Park mentally and physically and so stimulate their awareness of its environment. Programs focus on an outdoor theatre and small exhibit centre at Agawa Bay campground, and on four self-guiding nature trails adjacent to Highway 17. A major component of the visitor services program is the internationally significant Indian pictographs at Agawa Rock. The Park also has a plant collection which has been recognized as a major regional herbarium. The rock paintings and the herbarium indicate the program's traditional strong points: natural and cultural environment interpretation. In recent years the program has expanded in scope to include a communications and outdoor education role, witnessed by improvements in canoe route information and descriptions, and by co-operation with local schools in the development of outdoor education programs.

**Management Facilities:** There are two work centres which provide support and maintenance facilities: at Red Rock Lake (responsible for the central and northern sectors of the Park) and at Agawa Bay (southern sector). The Red Rock Lake work centre also provides modest information services to the public. Both centres include maintenance buildings and yards, and

staff housing. All Park garbage is disposed in land fill sites on the Frater Road and near Peat Lake. All sewage from campgrounds is disposed in sewage disposal lagoons adjacent to the landfill sites. Sewage from the work centres is treated through tile beds. A gravel pit is maintained on the Frater Road for Park development and maintenance purposes.

**Staff:** There are four permanent staff assigned to the Park who report to the Ministry of Natural Resources district office in Wawa. Approximately 40 casual staff are required to operate the Park each summer. Three of these work in the visitor services program and the rest work on facility maintenance and operations.

#### **Fisheries Management**

**Sport Fisheries:** Lake Superior Park is primarily a brook trout fishery. The only significant exceptions are yellow pickerel and northern pike in the Noisy River system (Shakwa and Fenton lakes), lake trout in Mijinemungshing and Old Woman lakes, and rainbow trout which spawn in river mouths emptying into Lake Superior. Sport fisheries management policy in the Park is similar to that followed on adjacent public land. Native species are stocked in some accessible lakes and rivers in order to sustain the productivity of these waters and maintain and enhance the quality and quantity of sport fishing opportunities. The Ministry of Natural Resources regulates sport fishing in the Park under the Game and Fish Act and regulations, and the Ontario Fishery Regulations. No special regulations are in effect within the Park. The use of bait fish is permitted except in Doc Greig

# Recreational Facilities in Lake Superior Park

Old Woman Bay Day-Use Area

Rabbit Blanket Car Campground,  
Day-Use Area and Self-Guiding Trail

Cape Caillon

US Pt

Husky 162

Devis Warehouse

Gargantua

Gargantua Bay

Ella Islet

Leach Island

Rowe Island

Lizard

South Lizard

- Public Access Roads
- Canoe Routes
- Existing Park Boundary

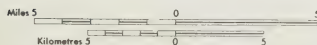
Sinclair Cove Access Point  
Agawa Rock Indian Pictographs

Agawa Bay Car Campground,  
Day-Use Area and Work Centre

Montreal Island

Crecent Lake Car Campground,  
Day-Use Area and Self-Guiding Trail

Figure 5.1



Lake. Most serious fishermen are reasonably successful in the Park.

**Commercial Fisheries:** There is a viable commercial fishery on Lake Superior, including the waters contained within Park boundaries. A variety of boats ranging from large tugs to small outboards, representing about 30 separate fishing operations, are active within Park waters at various times during the season. Large boats, the home ports of which are outside the Park, use Gargantua Harbour, and to a lesser extent, Sinclair Cove, as ports of refuge and temporary bases of operations. Gargantua Harbour, the safest and best harbour on the east shore of Lake Superior between Michipicoten River and Batchawana Bay, has been used for many years as a commercial fishing station. Small boats are put in at these locations and at various river mouths along Highway 17. Brûlé and Indian harbours are also used as ports of refuge. The principal species taken in the Park area are lake trout, lake whitefish, lake herring, and chub (cisco). The Ministry of Natural Resources regulates commercial fishing on Lake Superior under the Game and Fish Act and Ontario Fishery Regulations. All commercial species are taken under a quota system.

#### **Wildlife Management**

Because the Park does not have a large contiguous area of one habitat, but rather a number of smaller areas of many different habitats, it is not known to support high populations of any given species. However, the variety of habitats is advantageous to some species, such as moose. In the current wildlife management

program for the Park, no concerted effort is made to manipulate the habitat in favour of any specific species, but an effort is made to determine population levels of those species of prime interest to Park users. Those species are moose and commercial furbearing wildlife, as moose hunting and commercial trapping are allowed in the Park. Aerial surveys combined with age distribution data and hunting and trapping returns are the main sources of information used to understand the relationship between wildlife harvest and population levels.

**Sport Hunting:** Hunting of moose only has been permitted in the Park since 1961, during the same season observed on adjacent public land. The season falls within October. The Ministry of Natural Resources regulates moose hunting in the Park under the Game and Fish Act and regulations. No other special regulations are in effect within the Park. An average of about 50 moose are taken each year, and on the basis of limited information, the population seems stable at an estimated 0.15 moose per km<sup>2</sup> (0.4 per square mile). No other hunting is permitted.

**Commercial Trapping:** There are 14 trapline areas completely or partially within the Park. Five of these lines are now licensed, and a sixth is licensed on a one year basis only. A total of five trappers operate these lines. The remaining lines are vacant and there are no plans to release these lines for licensing at the present time. Marten and beaver are the most important species for the trappers. Table 5.1 shows the quantity of pelts taken in 1974-75 and 1975-76, by species. The Ministry of Natural



Resources regulates commercial trapping in the Park under the Game and Fish Act and regulations. No special regulations are in effect within the Park.

**Wildlife Control:** Two forms of wildlife control are required in the Park. The first is the disposal of dead or injured moose following moose-vehicle collisions on Highway 17. About 18 to 20 moose are killed every year within the Park in this way. Also, about three nuisance bear per year need to be live-trapped and removed from campgrounds or other developed areas in the Park. In some cases, the bear may even need to be shot, but this drastic measure is used only in difficult cases.

**Table 5.1**

Commercial Trapping in  
Lake Superior Park

	1974-75	1975-76
Marten	167	186
Beaver	86	74
Muskrat	20	37
Fox	21	30
Mink	19	17
Otter	21	7
Squirrel	9	9
Weasel	6	1
Lynx	3	1
Coyote	0	2

Harvest quotas have been established for each trapline for beaver and marten, the two more important species trapped in Lake Superior Park. The total annual quota for the seven active traplines is 205 marten and 120 beaver. There is a consistent "underharvest" of these species if actual harvest figures are compared with the quotas.

## Forest Management

The forested area of Lake Superior Park totals about 133,000 ha (329,000 acres). Of this, approximately 97.6 per cent is inventoried as productive forest land according to the Forest Resources Inventory. Hardwood working groups account for 66 per cent of the area, and softwood working groups, 34 per cent. The principal hardwood species is sugar maple, with yellow birch and white birch ranking second and third respectively. Spruce and balsam fir are the principal softwood species.

Studies assessing the timber production capability of the Park show it to be above average. Approximately 77.5 per cent of the total productive forest area is site class 2 or better. However, 82 per cent of the total productive forest area is in mature and overmature age classes, which implies that the optimum time for fibre harvesting is now.

For forest management purposes, the Park is defined by the Ministry of Natural Resources as the Lake Superior Park Working Circle of the Sand Lake Crown Management Unit. The forest resources inventory for this Unit dates from 1964. At present, there is no approved forest management plan for the Lake Superior Park Working Circle. A forest management plan will be written upon completion of an approved master plan for the Park.

There are two long-term Order-in-Council licences and one volume agreement now in force within the Park. Weyerhaeuser Canada Limited and Weldwood of Canada Limited hold Order-in-Council licences, while Abitibi Paper Co. Limited has the

volume agreement. Under licence number 174300, valid until March 1984, Weyerhaeuser holds 14 townships in the Park, with cutting rights to all species on eight townships, and rights to all species except spruce and balsam fir on the remaining six. It is on these six townships that Abitibi holds volume agreement number 293500. This agreement expires in March 1990, but has a 20 year renewal clause. The existence of this long-term volume

agreement relates to cutting rights held by Abitibi on these townships when they were owned by the Algoma Central and Hudson Bay Railway previous to 1940. Weldwood has cutting rights to all species in parts of three townships in the southern portion of the Park under licence number 347000, valid until March 1981. Figure 5.2 shows the extent of these cutting rights in the Park.

Table 5.2

Timber Harvesting in Lake Superior Park

	Weyerhaeuser	Weldwood	Abitibi <sup>3</sup>
Conifers <sup>1</sup> (in MFBM <sup>2</sup> )			
1972/73	51	23	
1973/74	1,627	22	
1974/75	13	201	
1975/76	115	433	
Hardwoods <sup>4</sup> (in MFBM <sup>2</sup> )			
1972/73	5,424	174	
1973/74	5,014	2,049	
1974/75	8,412	2,448	
1975/76	7,095	2,545	

Notes:

1. Conifers include, in descending order of importance, spruce, balsam fir and white pine.
2. Volume of wood harvested is shown in thousand foot board measure (MFBM).
3. Abitibi has not operated in the Park since 1972.
4. Hardwoods include, in descending order of importance, yellow birch, hard maple, white birch, and occasionally a few elm and ash.

# Timber Harvesting in Lake Superior Park

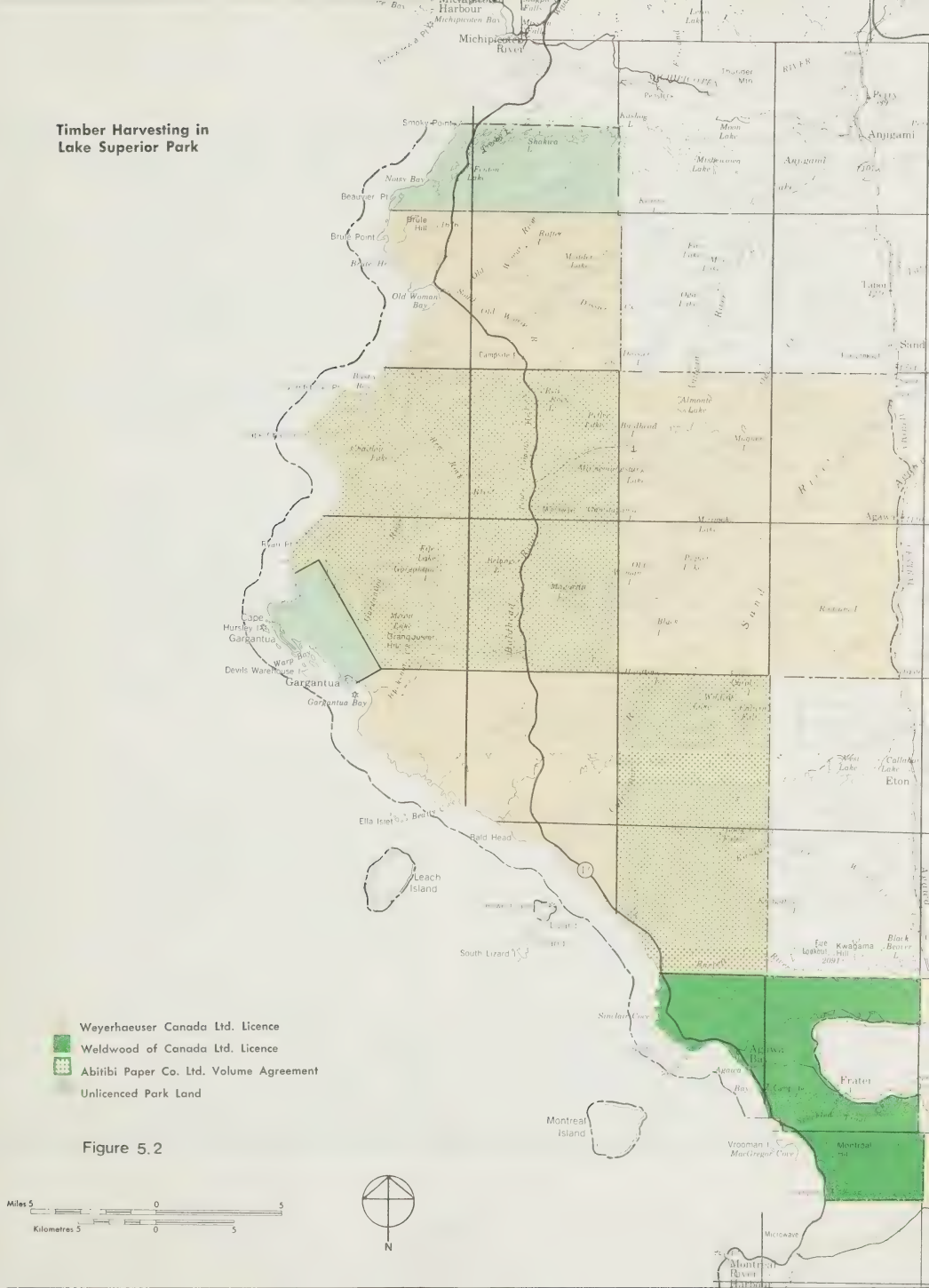


Figure 5.2

In fact both Weldwood and Weyerhaeuser are principally interested in mature and overmature white and yellow birch and hard maple logs, to supply their mills at Searchmont and Sault Ste. Marie respectively. At this time Abitibi is interested only in coniferous pulpwood species. Table 5.2 shows the quantities of timber taken by the three companies in recent years.

The system now used by Weyerhaeuser and Weldwood is selective cutting for mature quality hardwoods. There is no question that the veneer logs and sawlogs currently being harvested are limited in supply, and therefore the term "sustained yield" is not applicable to these products. However, this does not preclude the companies lowering their specifications or wood quality requirements to enable future cuts on a sustained yield basis.

Current timber harvesting is closely controlled by the Ministry of Natural Resources using established terms and conditions for timber harvesting in the Park as a guide (see Appendix II). Operations are carried out on an annually approved basis. Approval is based on annual cut plan proposals submitted to the Ministry by each company. The approval states when and where the company may operate, and includes any other restrictions required to minimize the impact of logging activities on natural or cultural features or recreational values.

Logging requires roads. There are many roads in the interior of the Park some of which are major haul roads while others are secondary access and internal haul roads which may be temporarily abandoned.

Major haul roads which are used for a longer period of time, are kept to a minimum. Roads are developed by the companies, but their location must be approved by the Ministry. The companies carry out a limited amount of quarrying of gravel for road purposes. The location of all pit sites must be approved by the Ministry, and the companies are directed to landscape them following closure. Also, Weyerhaeuser maintains a bush camp for its employees on Highway 17, north of Doc Greig Lake.

The Ministry has, since 1963, carried on a variety of silvicultural projects in the Park to regenerate certain areas where timber harvesting has occurred. The methods employed have included tree planting, hand seeding, and site preparation for natural seeding. Since 1972 large scale silvicultural projects have been discontinued in the Park pending the completion of an approved master plan.

### Forest Protection

The Park is a high-value zone for forest fire control purposes because of its recreational and economic values. Forest fire control procedure in the Park is the same as that for adjacent public lands. The Park is considered a medium fire risk area.

### Dams

There are four dams related to past logging and railway activities which continue to maintain artificial water levels within Lake Superior Park, at Almonte, Frater, Mijnemungshing, and Sand Lakes. There is also an earth fill dam at Crescent Lake



which maintains an optimum water level for recreational purposes.

### Environmental Impact

A variety of environmental impacts resulting from industrial, transportation, and recreational uses of the Park area occur within the Park.

**Industrial Impacts:** Timber harvesting alters the composition of forest vegetation. As most cutting in the Park is very selective, this impact is relatively small. However, roads and gravel pits have a fairly significant impact on adjacent lands and waters, and in particular accelerate soil erosion for a brief period after development. 'Accidental spillages of waste, fuel, or lubricants by logging crews have minimal effects once corrective measures are taken. Algoma Steel Company's iron ore sintering plant at Wawa emits sulphur dioxide which may be carried into the Park by occasional north winds.

**Transportation Impacts:** Noise pollution from Highway 17 is a problem. Transport trucks can be heard 3 km (2 miles) or more from the highway in certain places. Noise from the Algoma Central Railway is a lesser problem due to the relative infrequency of the trains and the much smaller number of Park users within earshot. Salt and chemicals used on the highway in winter have limited effects. Transport truck upsets can produce localized pollution hazards, particularly where fuel or chemical cargoes are involved.

**Recreational Impacts:** The heavy use of campgrounds and day-use areas

along Highway 17 has a variety of impacts requiring various management strategies which are generally successful in counteracting these effects. Management of interior recreation is more difficult. Here the prime problems are degradation of campsites, littering, and human waste. At popular campsites, all of these impacts are evident.

**Lake Superior:** While Lake Superior is still the cleanest of the Great Lakes, it is being polluted to some degree by the communities and industries which surround it, and the lake freighter traffic which passes through it. Some of this pollution inevitably finds its way into Park waters. Specific problems within Park waters are the disposal of waste by recreational and commercial fisheries boats.

### Land Disposition

The following alienated lands and non-conforming land uses remain within present Park boundaries (see Figure 5.3).

**Patents:** Twenty-seven private properties which do not form part of the Park remain within Park boundaries. These include: 21 small islands adjacent to Cape Gargantua; parts of two islands and a water lot adjacent to Agawa Point; a 0.5 ha (1.3 acre) patented location on Stan Lake; and two patented mining claims near Shakwa Lake totalling 56 ha (139 acres). Summer cottages have been built on a few of these properties. The rest, including the mining claims, are undeveloped. As well, the Canada Ministry of Transport owns one small island, and 0.4 ha (1 acre) on the mainland, at

Gargantua Harbour, formerly used for a lighthouse station. The Canada Department of the Environment owns a water lot at Sinclair Cove, which is a designated federal small craft harbour, where a wharf has been constructed.

**Lease:** There is a small lease at Gargantua Harbour, granted by the previous owners of the Ryan Location, which is being honoured by the Ministry of Natural Resources for the lifetime of the lessee.

**Unauthorized Occupations:** There are two unauthorized occupations of Park lands. These include: a summer cottage at Gargantua Harbour, and a trapper's cabin on Sand Lake.

**Highway 17:** The right-of-way of Highway 17 (including the Old Woman Bay day-use area) is owned by the Ministry of Transportation and Communications. Located within the right-of-way are a Ministry of Transportation and Communications patrol yard at Agawa Bay, a Great Lakes Power Company low voltage service line from the southern boundary of the Park to the Red Rock Lake work centre, and a Bell Telephone Company of Canada telephone line through the Park. Within the Park, adjacent to Highway 17, are 49 gravel pit sites designated for the use of the Ministry of Transportation and Communications. Four of these are now in use, while the rest either are no longer in use or have not yet been opened.

**Licences of Occupation:** The Bell Telephone Company and Canadian Pacific Telecommunications each possess one licence of occupation for their adjacent microwave towers

west of Gamitagama Lake. The Canadian Pacific tower includes Canada Ministry of Transport radio facilities for air and marine communications, and Ministry of Natural Resources radio facilities. Canadian Pacific maintains an access road from Highway 17 to the towers. Great Lakes Power possesses a licence of occupation for its approximately 11 km (7 miles) of 115 kv transmission line immediately west of the Algoma Central Railway in Barnes and Stoney townships.

**Canada Ministry of Transport:** In addition to the radio facilities already noted, this Ministry operates on Park lands, navigation beacons at Sinclair Cove and Rowe Island, and harbour entrance markers at Brûlé Harbour and Indian Harbour, and operates on its own lands a navigation beacon at Gargantua Harbour.

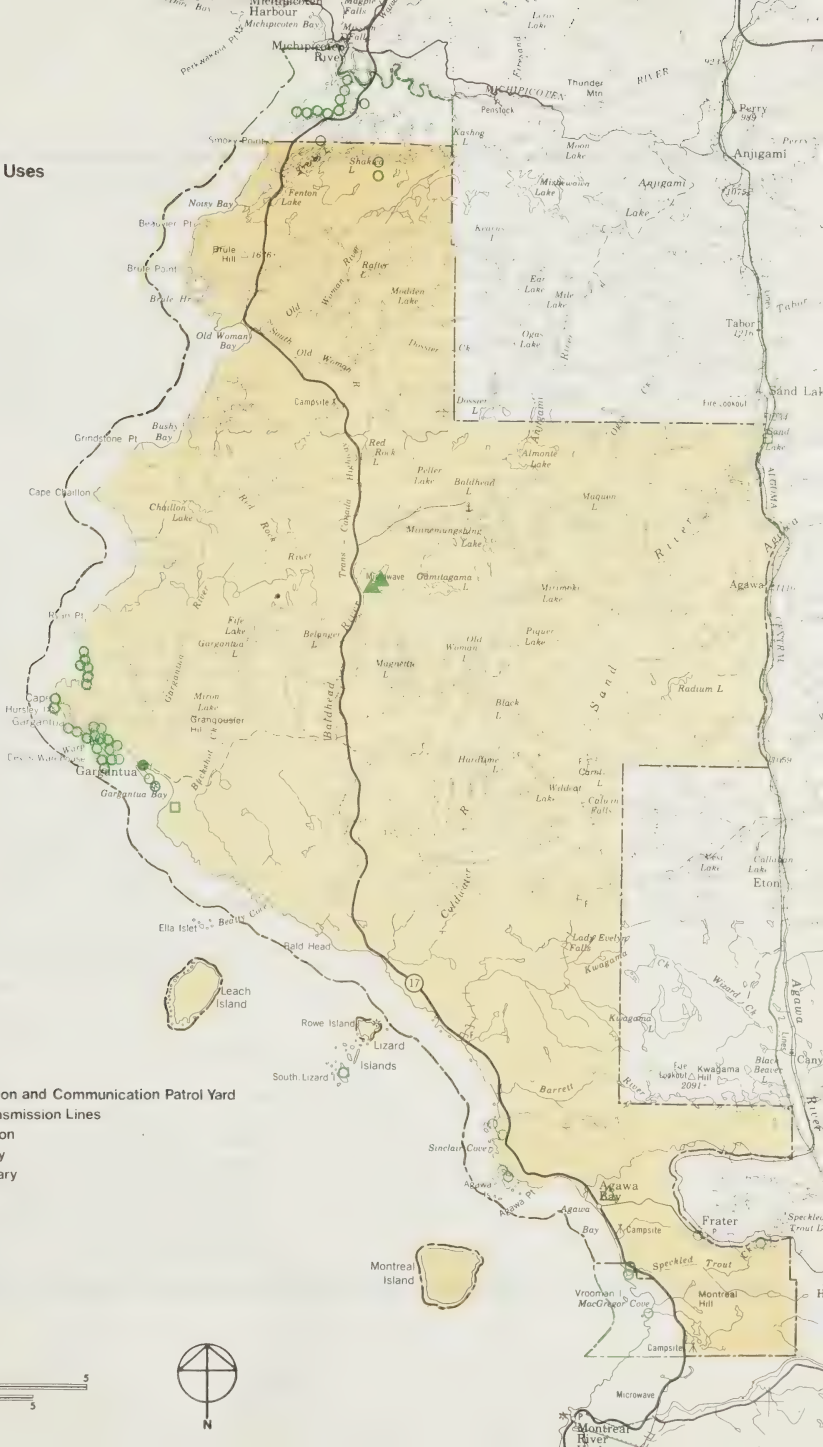
**Flight Lines:** The civil flight line between Sault Ste. Marie and Wawa passes over eastern portions of the Park. This line is used by private aircraft and by the Ontario Northland Transportation Commission's Norontair. Aircraft normally fly 750 m (2,500 feet) or more above ground. There is also a military flight line, used for training purposes, which follows the Sand River valley.

**Park Planning Area:** Within the designated Park Planning area, but outside present Park boundaries, there are a number of private properties. In Labonte Township, there are two patented mining claims, and one small patented location. In Peever Township, there is one small patented location. In Rabazo Township, there are eight patented

# Alienated Lands and Non-conforming Uses

- Patent
- Lifetime Lease
- ▲ Ministry of Transportation and Communication Patrol Yard
- Great Lakes Power Transmission Lines
- Unauthorized Occupation
- ~ Existing Park Boundary
- - - Proposed Park Boundary
- Highway 17
- ~ Public Access Roads
- ▲ Microwave Tower

Figure 5.3



mining claims and two large patented locations. There are also in Rabazo Township two gravel pits on public land designated for the use of the Ministry of Transportation and Communications. South Lizard Island is also patented. As well, there is a short-term exploratory mining licence of occupation on the bed of Lake Superior which extends to the southern fringe of Park Planning Area waters. The balance of these areas outside present Park boundaries is public land. Prospecting is permitted in these areas. However, there are no active mining operations within the Park Planning Area.

## **6. Park Use and Demand**

### **Introduction**

The vast majority of the users of Lake Superior Park enter via Highway 17. A very small number of users enter by rail, boat, canoe, or foot. However, for all practical quantitative purposes, Park users are those who enter by Highway 17.

About 600,000 vehicles per year, or an average of about 1,600 per day, travel Highway 17 through the Park. Thus, perhaps 1.5 million people travel through the Park each year. About 35 per cent of this use takes place during July and August, when about 3,300 vehicles per day, on average, travel the highway. On summer weekends this figure averages close to 4,000 vehicles per day. Of the vehicles travelling through the Park on a summer weekday, about 10 per cent are commercial trucks, and 13 per cent cars with trailers. The use of Highway 17 has been relatively stable over the last few years and no upward or downward long-term trend can be discerned.

These highway users may be divided into three groups: day-users, car campers, and interior users.

### **Day-Users**

The vast majority of Park users are day-users. These consist of: commercial and personal non-recreational travellers who do not stop, for whom the Park is incidental as they make use of the Trans-Canada Highway; recreational travellers who do not stop within the Park but who



undoubtedly appreciate the spectacular scenery along the highway; and recreational travellers who stop within the Park at designated day-use areas, or elsewhere along the highway to make their own day-use experiences. It appears that the large majority of travellers do not stop in the Park. It is estimated that about 35,000 people use Old Woman Bay day-use area, and 12,000 use Katherine Cove day-use area, during July and August.

### Car Campers

Car campers consist of travellers who make use of the car campgrounds for one or more nights, as a stopover or a destination on their trip. This is the user group on which the most detailed data exist.

The three car campgrounds reached their present capacity of 354 sites in 1969. Since 1970, use of these campgrounds has been relatively stable. In 1971, the record year, 59,993 camper-days were recorded,<sup>1</sup> with a July-August occupancy rate of 64 per cent. In 1975 the equivalent figures were 55,882 camper-days with 65 per cent occupancy, and in 1976, 48,087 camper-days with 53 per cent occupancy. It should be noted here and in the balance of this sec-

tion, that the year 1976 was a poor one throughout most of the Provincial Parks System. It is believed that the Bicentennial celebrations in the United States and poor weather in southern Ontario deterred travel from those two areas, despite excellent weather in Algoma. The year 1975 is probably more representative of current conditions, and there is no basis on which any upward or downward long-term trend in car camping can be discerned.

The occupancy rates disguise variation among the three campgrounds, as shown in Table 6.1. Thus, Agawa Bay and Rabbit Blanket Lake campgrounds are among the best used Provincial Park facilities between Sault Ste. Marie and Thunder Bay, while Crescent Lake campground is one of the most under-used facilities in the Provincial Parks System.

On average, about 85 per cent of car camping takes place during July and August, with the peak period lying between about July 20 and August 20.

<sup>1</sup> The proportion of sites occupied during the two peak months to total sites available. If a campground were full every night for the two months, its occupancy rate would be 100 per cent.

Table 6.1

Car Camping in Lake Superior Park

	Available Campsites	Camper Days		July - August Occupancy	
		1975	1976	1975	1976
Agawa Bay Campground	172	32,993	28,993	77%	63%
Crescent Lake Campground	118	9,856	7,911	36%	29%
Rabbit Blanket Lake Campground	64	13,072	11,183	85%	74%
Total, Lake Superior Park	354	55,921	48,087	65%	53%

In 1975, during this peak period, Agawa Bay campground was full on 10 nights, and Rabbit Blanket Lake campground on 20 nights. Crescent Lake campground was never full. Because the Park is used primarily by those on an extended holiday, campground use is relatively well distributed throughout the week.

Car campers in the Park are surveyed once every five years as part of a province-wide Park user survey programme. The survey of 1976 provided detailed information on the characteristics and preferences of campground users in the Park.

Over four-fifths of camper parties are family groups or adult couples. Campers tend to be somewhat older than the average for the 19 Provincial Parks surveyed in 1976. The size of parties is somewhat below the Provincial Park average of 3.5 persons (Agawa Bay, 3.3; Crescent Lake, 3.4; Rabbit Blanket Lake, 3.1.).

Twenty-seven per cent of parties at Agawa Bay had previously visited that campground; at Crescent Lake, 13 per cent; at Rabbit Blanket Lake, 14 per cent. These figures are much lower than the Provincial Park average of 39 per cent.

The vast majority of parties (Agawa Bay, 91 per cent; Crescent Lake, 86 per cent; Rabbit Blanket Lake, 89 per cent) are on an annual vacation trip. This compares to the Provincial Park average of only 63 per cent of parties on vacation trips, with most of the rest being on weekend trips. For the majority of parties, the Park is a stopover. The Park is a main destination for only 17 per cent at Agawa Bay, 13 per cent at Crescent Lake, and 7 per

cent at Rabbit Blanket Lake, compared to a Provincial Park average of 45 per cent.

The home residences of parties are summarized in Table 6.2. In general, the Park serves a very wide market area which covers the Great Lakes basin in both Canada and the United States. Very few campers are Algoma residents. The proportion of use of the Park by Canadian residents has increased significantly in recent years.

The principal reasons why visitors selected their campgrounds are shown in Table 6.3. Convenience and natural setting are the outstanding reasons both in absolute terms and relative to other parks surveyed. Rabbit Blanket Lake campground was that most often chosen for convenience, while Agawa Bay campground was that most often chosen for its natural setting.

Average length of stay, reflecting the importance of the campgrounds as highway stopover sites for vacationers, is much shorter than the Provincial Park average of 2.8 days. Average stay is 2.2 days at Agawa Bay, 1.8 days at Crescent Lake, and 1.4 days at Rabbit Blanket Lake. The importance of these campgrounds in providing essential accommodation is suggested by the fact that a much lower proportion of Lake Superior campers are regular users of Provincial Parks or other campgrounds than is the case in Provincial Parks generally.

Table 6.2

## Origin of 1976 Car Campers

## Lake Superior Park

	Algoma	Other Ontario	Other Provinces	U.S.A.	Overseas & Unspecified	Total
Agawa Bay	2.4%	39.5%	11.0%	43.7%	3.4%	100.0%
Crescent Lake	4.0%	47.1%	11.5%	34.4%	3.0%	100.0%
Rabbit Blanket Lake	4.0%	43.2%	17.1%	34.0%	1.7%	100.0%
Total, Lake Superior Park 1976	45%		13%	39%	3%	
(Lake Superior Park 1970)	(31%)		(8%)	(61%)		
Average of Parks Surveyed, 1976	70.6%		7.9%	19.6%	1.9%	

Table 6.3

## Principal Reasons for Selecting Campgrounds

## Lake Superior Park

	Most Frequently Cited	2nd Most Frequently Cited	3rd Most Frequently Cited
Agawa Bay	Natural Setting of Campground - 31%*	Convenient Stop En Route - 27%	Past Experience - 7%
Crescent Lake	Convenient Stop En Route - 35%	Natural Setting of Campground - 17%	Good Camping Facilities; Quiet - Uncrowded - 9% each
Rabbit Blanket Lake	Convenient Stop En Route - 45%	Natural Setting of Campground - 14%	Prefer Prov. Park to Private Park - 13%
Average of Parks Surveyed	Convenient Stop En Route - 19%	Close to Residence; Natural Setting of Park - 11% each	Good Camping Facilities - 9%

\* 31% of all parties cited this as their principal reason for selecting this campground.

Table 6.4 shows the most popular recreational activities engaged in by campers at the campgrounds. There is more participation in activities related to the Park's significant natural and cultural values than in Provincial Parks in general. These activities include: trail hiking, viewing or photographing plants and animals, visiting viewpoints, and viewing historical or natural displays. The emphasis on these activities is much stronger at Agawa Bay and Crescent Lake than at Rabbit Blanket Lake. It is also noteworthy that rates of participation in many activities are high notwithstanding an average length of stay shorter than in most other parks.

Ninety-three per cent of Agawa Bay campers were satisfied with their stay in the campground, while 90 per cent were satisfied at Crescent Lake and 85 per cent at Rabbit Blanket. The provincial average is 92 per cent. Similarly, at Agawa Bay, there was above average satisfaction with the interpretive program, whereas at Crescent Lake and Rabbit Blanket Lake with their more limited facilities, satisfaction was below average.

At all three campgrounds, the improvement most often recommended by visitors was the improvement of sanitary facilities (provision of comfort stations with showers, and better maintenance of existing washrooms). Improvements in other facilities such as drinking water, trails, and internal roads were also frequently recommended.

**Table 6.4**  
Most Popular Recreational Activities of Campers  
Lake Superior Park

	Most Participated In	2nd Most Participated In	3rd Most Participated In	4th Most Participated In
Agawa Bay	Relaxing - 66%*	Swimming - 62%	Trail Hiking - 46%	Viewing or photographing plants and animals - 45%
Crescent Lake	Relaxing - 71%	Trail Hiking (non-guided) - 46%	Swimming - 45%	Viewing or photographing plants and animals - 40%
Rabbit Blanket Lake	Relaxing - 65%	Swimming - 44%	Viewing or photographing plants and animals - 34%	Picnicking - 31%
Average of Parks Surveyed	Relaxing - 69%	Swimming - 63%	Casual Play - 42%	Trail Hiking - 35%

\* 66% of all campers participated in this activity once or more.



Over two-thirds of campers would like to see the Park kept "as is". The proportions wishing a more recreation-oriented park were 12 per cent at Agawa Bay, 18 per cent at Crescent Lake, and 16 per cent at Rabbit Blanket Lake, compared to a Provincial Parks average of 20 per cent.

Table 6.5 shows the proportion of car campers who feel that certain facilities should or should not be developed in the Park. In general, campers prefer that no new high-intensity facilities be developed in the Park, with the exception of man-made beaches or lakes for swimming at Crescent and Rabbit Blanket Lakes where swimming opportunities are limited.

In summary, campers in Lake Superior Park appear to favour an emphasis on the Park's natural and cultural values and on low-intensity recreation. Campers use the Park principally as a stopover on a long distance holiday trip, but they still make much use of the Park's resources and appreciate its values. Within the Park, Agawa Bay is the campground where the outstanding natural setting most attracts visitors and moulds their activities. Rabbit Blanket Lake is the campground where the convenience stopover role is most important. Crescent Lake occupies a position somewhat between these two extremes.

**Table 6.5**  
Opinions On Whether Selected Facilities Should Be Developed In  
Lake Superior Park

	Man Made Beaches/Lakes?		Organized Recreation?		Snowmobiling & *Trail Biking?		Teaching Out- door Recreation Skills		Bicycling?	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Agawa Bay	26%*	61%	15%	60%	8%	81%	55%	19%	57%	22%
Crescent Lake	55%	29%	9%	60%	10%	74%	51%	23%	53%	20%
Rabbit Blanket Lake	56%	28%	14%	60%	10%	78%	57%	16%	56%	22%
Average of Parks Surveyed	56%	28%	28%	41%	17%	67%	61%	13%	68%	14%

\* The balance of respondents to each facility had no opinion.

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## Interior Camping

Interior campers are users who hike, canoe, motorboat, or ski into and camp in the Park's interior, and who may or may not also use car campgrounds.

Unfortunately, meaningful data on interior camping do not exist, as no interior camping permits are issued in Lake Superior Park. The intensity of interior use is modest in comparison to parks such as Algonquin and Quetico. However, Park staff report a continued increase in interest and participation in interior travel by canoe, foot, and ski. As the carrying capacity of the rugged interior is severely limited, this capacity is being approached by the current level of use in areas such as Mijinemungshing Lake.

## Visitor Services Program

A significant proportion of those who use day-use areas, car campgrounds, and the interior, come into contact with the visitor services program. In an average year, it is estimated that about 4,000 contacts are made through organized programs (evening programs, special events, and conducted walks); 22,000 contacts are made through self-use facilities (Agawa Rock, exhibits, and self-guiding trails); and 38,000 publications are distributed.

## Regional Recreational Context

Lake Superior Park is one major element of a recreational corridor of provincial significance: the north coast of Lake Superior between

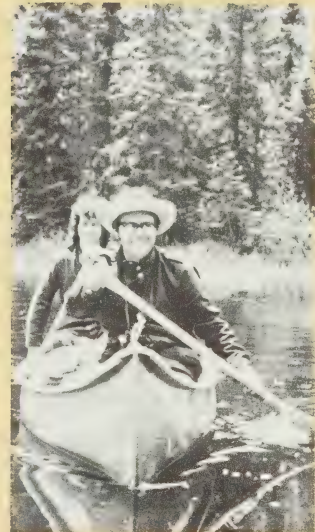
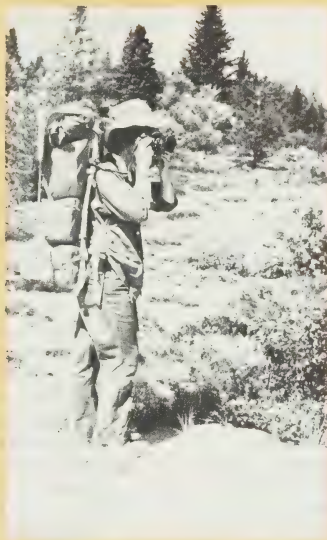
Sault Ste. Marie and Thunder Bay, accessible by the Trans-Canada Highway. Four major parks include significant stretches of Lake Superior coastline in a natural environment context primarily oriented to low-intensity recreation. In addition to Lake Superior Park, these include Neys and Sibley Provincial Parks, and the proposed and still undeveloped Pukaskwa National Park. Neys and Sibley and four other Provincial Parks along the corridor - Rainbow Falls, White Lake, Obatanga, and Pancake Bay - also offer day-use and camping facilities comparable to those in Lake Superior Park. Lake Superior Park is the dominant source of such facilities for travellers on about 145 km (90 miles) of the corridor.

Public lands and private enterprise facilities complement the corridor parks to provide an exciting and diversified experience for those who travel the entire corridor or who select particular destinations from its opportunities. Proposed development at Pukaskwa National Park, and continued development of private facilities along the corridor, will expand available car camping opportunities in the years ahead. Any and all developments will, of course, tend to stimulate interest in the entire corridor.

## Part 2

## Lake Superior Provincial Park: The Future

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## 7. Lake Superior Park in the Provincial Parks System

Lake Superior Provincial Park is and will continue to be classified as a Natural Environment Park, one of the six classes of Ontario Provincial Parks.

Natural Environment Parks are units of land and water of particular recreational, historical, and natural interest. They are attractive and diverse landscapes. While these parks may include developed recreation areas, their rich and varied environments are the main reasons for their establishment. Recreation based on interaction with the natural environment, and appreciation of natural and cultural values, is dominant. Activities may range from back country travel and camping in the largely natural interior of these parks, to car-camping and day-use activities in more developed areas. Natural Environment Parks provide a great many Ontarians with as profound a contact with the grandeur and solitude of undeveloped Ontario as they will ever attain.

Natural Environment Parks contribute to the achievement of all four of the objectives of the Provincial Parks System, which are listed in the introduction. Within the context of this contribution, four objectives have been established for Lake Superior Park, each of which relates to a Parks System objective. In addition, a fifth Resource Products objective has been established for the Park.

### Preservation Objective

*To preserve the provincially significant natural environment of Lake Superior Park incorporating natural, cultural, and recreational features.*

The natural environment of Lake Superior Park is a representative natural landscape which incorporates provincially significant earth and life science features, provincially significant landscape related pre-historical and historical resources, and outstanding opportunities for high quality, low-intensity recreation. This landscape also incorporates two representative wilderness and one representative waterway units. All of these landscapes and features will be preserved.

### Recreation Objective

- a) *To provide in Lake Superior Park day-use opportunities in areas of outstanding recreational potential associated with the natural environment of the Park.*
- b) *To provide in Lake Superior Park facility-based camping opportunities in the natural environment of the Park and in associated areas of outstanding recreational potential.*

Lake Superior Park will emphasize experiences which provide individuals, families, and small groups with a low intensity of contact with fellow recreationists. Mass recreation is considered inconsistent with the concept of low-intensity, balanced, natural environment based use within Natural Environment Parks.

- c) *To provide in the natural environment of Lake Superior Park back country travel and camping opportunities.*

The recreational experience will be characterized by solitude, challenge, and personal integration with nature



derived from the relatively unmanipulated landscapes of Lake Superior Park.

#### Heritage Appreciation Objective

- a) *To provide opportunities for unstructured individual exploration and appreciation of the natural environment heritage of Ontario through exploration and appreciation of the natural environment of Lake Superior Park.*

Individual exploration and appreciation in Lake Superior Park will be encouraged to the greatest extent compatible with and complementary to preservation of natural environments, earth and life science features, and historical resources in the Park.

- b) *To provide opportunities for exploration and appreciation of natural and cultural environments through interpretation and education based upon the character and significance of Lake Superior Park.*

Lake Superior Park will provide a full range of interpretive and educational programs which reflect the diversity of features and resources in the Park, and are directed to the widest possible variety of user groups.

#### Tourism Objective

*To facilitate travel by residents of and visitors to Ontario who are discovering and experiencing the Lake Superior region.*

Lake Superior Park will provide day-use and camping opportunities for travellers through the Lake Superior region, as well as destination camping

opportunities for those attracted from considerable distances.

#### Resource Products Objective

*To contribute to the economic well-being of local communities through the provision of renewable natural resources from Lake Superior Park.*

At the present time Lake Superior Park supports a number of commercial activities based on its renewable natural resources. These include; timber harvesting, bait fishing, trapping and fishing (in the waters of Lake Superior). Harvesting of timber will be permitted in Recreation-Utilization zones. Trapping and commercial bait fishing may be permitted in designated areas of Recreation-Utilization zones. Except as noted specifically in this Master Plan or other regulations, Lake Superior waters within the Park will be available for use by the commercial fishery.



## 8. Park Boundary and Zoning

### Park Boundary Extensions

Lake Superior Provincial Park will be expanded more or less to the boundaries of the Park Planning Area (see Park Zoning Plan). The following boundary changes will be made.

**Michipicoten:** The boundary will be extended to include: that part of Rabazo Township lying between the present boundary and the Michipicoten River, that part of Dulhut Township lying north of the present boundary, and the waters one mile offshore between the present boundary and a line projected westwards from the mouth of the Michipicoten River. This 4,290 ha (10,600 acre) extension will include significant historical, natural and recreational features complimentary to the Park and will bring the Park boundary adjacent to that of the Municipality of the Township of Michipicoten. Historic features include: the site of the Hudson's Bay Company Michipicoten post, and possibly other archaeological sites associated with fur trade history; significant Indian habitation sites; a portion of the historic Michipicoten River fur trade route; and, an abandoned mine which is of interest in the context of the mining history of the area. In addition, the area also includes Driftwood beach which is second only to Agawa beach in terms of its size and recreational potential. The natural features encompassed by the area include: relict arctic-alpine species found in the coastal area; several fault systems; good examples of continuous topographic lineations; a complex of lake ecosystems; a representative boreal forest associa-

tion; and, an excellent representative of upland white birch forest.

The Extension will also include approximately 3,221.9 ha (7,961.6 acres) of the Michipicoten greenstone belt, a geological unit consisting of metamorphosed volcanic and sedimentary rocks. Three mineral occurrences are known to date from this area: a gold deposit known as the Ranson Mine; a silver deposit; and, an occurrence of copper-lead-gold-silver mineralization. The area has not been well explored by modern exploration methods, although it has high potential for the discovery of significant mineral deposits. It should be recognized that the proposed extension would remove the land from mineral production purposes, resulting in potential losses to the economy of the province.

**Offshore Islands:** The boundary will be extended to include the waters 200 m offshore of the islands which are now within the Park but farther than one mile from shore. South Lizard Island will be acquired at some future date as funds and priorities permit, and when this has been done, the boundary will be extended to include this island and waters 200 m offshore. This 770 ha (1,900 acre) extension will provide a measure of control of waters offshore of these islands.

**Sand Lake:** The boundary will be extended to include the waters of Sand Lake lying north of the present boundary, and a 5 ha (11.5 acre) tract now being acquired from the Algoma Central Railway on the north shore of the lake (in Restoule Township) and extending north to the railway. This 77 ha (190 acre) extension will bring all the waters of this important access lake within the Park and provide within

the Park an access point to the interior from the railway. If and when desirable, and agreeable with the railway, additional shoreline properties, and islands within the lake north of the present boundary, may be acquired from the railway and included within the Park.

**Frater Station:** The boundary will be extended to include the 0.9 ha (2.3 acre) patented location near Frater Station. This extension will bring the Park boundary adjacent to Algoma Central Railway property.

**MacGregor Cove:** The boundary will be extended to include: that part of Peever Township lying between the present boundary and the westward projection of the southern boundary of the Park; and, the waters one mile offshore between the present boundary and the continuation of the projection of the southern boundary. This 1,930 ha (4,760 acre) extension will include significant recreational features complementary to the Park.

The Canada Department of the Environment water lot at Sinclair Cove will not be acquired. The Highway 17 right-of-way will not be acquired, with the exception of the Old Woman Bay day-use area. All other alienated lands within the new boundaries of Lake Superior Park (including South Lizard Island), and the lifetime lease at Gargantua Harbour, will be acquired as funds and priorities permit. Priority will be given to the acquisition of lands sustaining uses most incompatible with their ultimate use when acquired. With the exception of the Gargantua Harbour navigation beacon, all physical improvements on acquired lands will be removed, unless they are in a location and of such design

as to be of value for park management or visitor services, or unless they are significant to the Park's history or complementary to its cultural landscape.

Lands will not be leased for the use of private individuals or corporations. Unauthorized occupations of Park lands will be terminated and the improvements treated as improvements on acquired lands. The licences of occupation issued for the microwave towers west of Gamitagama Lake, and for the Great Lakes Power Company transmission line in Barnes and Stoney townships, will be allowed to continue as long as required for those purposes by the licencees.

### Zoning

Lands within Lake Superior Park have been zoned so that they may be allocated to their most appropriate use (see Park Zoning Plan). The Park Zoning Plan includes all lands within the expanded park boundaries previously described. As these lands are acquired, they will be zoned as indicated on the Plan. Table 8.1 shows the area of the Park by zones.

Section 9 (Development and Management Policies) outlines development and management policies which apply to the Park as a whole. The following sections, 10 through 16, deal with the seven individual types of zones.

**Table 8.1**

Zoning of Lake Superior Park

Zones	Expanded Boundaries including acquisitions		
	hectares	acres	%
Development *	1,230	3,040	0.7
Access	21,060	52,040	13.0
Wilderness	25,980	64,210	16.0
Nature Reserve	15,665	38,710	9.6
Historical	820	2,030	0.5
Natural Environment	18,170	44,900	11.1
Recreation-Utilization	80,187	198,150	49.1
Total	163,110	403,080	100.0

\*Development Zone figures include Highway 17

## 9. Development and Management Policies

### Facility Development

The location, design, and materials of all facilities constructed by the Ministry of Natural Resources within Lake Superior Park will reflect, to the maximum extent possible, the environmental quality and characteristics of the Park. Specific facilities are discussed in Sections 10 (Development Zones) and 11 (Access Zones).

### Resource Management

**Lands and Waters:** Commercial mineral exploration and extraction will not be permitted. No new utility lines or rights-of-way may be developed, except along the Highway 17 corridor for utility consumption in the Park only. Existing dams will be removed or allowed to deteriorate, unless they are essential for water management outside the Park, or their removal would result in a strongly negative impact on recreational or environmental values. No new dams will be built in the Park unless found necessary for the perpetuation of natural or cultural values in Nature Reserve and Historical zones.

**Forests and Vegetation:** Commercial forest operations will not be permitted except in Recreation-Utilization zones. Where trees are removed for development or management purposes in Natural Environment, Development, Historical, or Access zones, they may be marketed if economic. Non-native plant species will not be introduced, except for historically authentic species in Historical Zones where these will not have a detrimental

impact on native plant communities elsewhere in the Park. Where non-native plant species are already established in Wilderness, Historical, or Nature Reserve zones, a management program for their eradication may be developed, if they conflict with the values for which those zones have been established. Missing native species may be re-established if biologically feasible and acceptable, usually to rehabilitate the quality of areas suffering past or present resource or recreational use impacts. Natural fires in Wilderness or Nature Reserve zones will normally be allowed to burn undisturbed unless they threaten human life, other zones, or lands outside the Park. Natural fires threatening the values for which Nature Reserve Zones have been established will be suppressed. Prescribed burning may be carried out in Wilderness or Nature Reserve zones as a substitute to achieve the objectives of natural fire when desirable. All other fires will be suppressed. Native forest insects and diseases in Wilderness or Nature Reserve zones will normally be allowed to develop undisturbed. Native insects and diseases threatening the values for which Nature Reserve and Historical zones have been established, or the economic values for which Recreation-Utilization Zones have been established, or the aesthetic values of Development Zones, or values outside the Park, will be controlled where feasible. Insects and diseases not native to the Great Lakes - St. Lawrence or Boreal forest regions will be controlled where feasible. Where control is desirable, it will be directed as narrowly as possible to the specific insect or so as to have minimal effects on other components of the Park's environment. Biological control will be used wherever feasible.

Fish and Wildlife: Non-native animal species will not be introduced, except for historically authentic species in Historical Zones where these will not have a detrimental impact on the environment of other zones in the Park, and where the movement of the species can be restricted within the zone. Missing native species may be reintroduced, and existing populations replenished, if biologically feasible and acceptable. Wildlife populations may be controlled where essential to protect human health and safety or the health of the species outside the Park. Where control is desirable, techniques will be used having minimal effects on other components of the Park environment. Any hunting or trapping required for control will be carried out under the supervision of the Ministry of Natural Resources. Commercial fishing will not be permitted except in Lake Superior. Commercial trapping and commercial bait fishing may be permitted in designated areas within Recreation-Utilization zones and will be phased out of all other zones. A Fish and Wildlife Management Plan will be developed for the Park which will form part of the Park Management/Operating Plan (see below).

### **Recreation Management**

Day-use, facility-based camping, and back country camping activities which are based on interaction with the Park's natural and cultural values will be encouraged in the Park. Recreational activities will be of low intensity, except in Development Zones where they may be of moderate intensity. A Park Management/Operating Plan will be developed.

Hiking: Hiking trails will be developed as demand justifies and priorities

permit. Trails will range from short distance interpretive trails immediately adjacent to Highway 17 requiring an hour or less, to long distance trails traversing the Park requiring several days. Standards will vary, but as a rule, the longer and more remote the trail, the more challenging it will be and the more primitive the standard. Trails may be developed throughout the Park and locations will be selected on the basis of landscape capability, resource sensitivity, and appeal to the user. Specific trail locations will be identified over time by Park staff. A coastal trail will be developed which will form part of the Voyageur Trail projected between Sault Ste. Marie and Thunder Bay.

Cross-country Skiing, Snowshoeing: In general, hiking trails will be available for non-mechanized winter use. In Development, Natural Environment, and Recreation-Utilization zones, trails may be developed specifically for winter activities. If and when justified by demand, trails in these zones may be groomed.

Canoeing: Maintained canoe routes will be limited to those identified in Figure 5.1.

Management of Interior Camping: Interior campsites will be developed and maintained only on designated hiking trails and canoe routes. These sites will be located and spaced appropriately, and will gradually be upgraded to Provincial Park design standards, at which time interior camping may be limited to designated sites in part or all of the Park. As soon as possible, interior camping permits will be introduced in the Park. These permits will be required for all interior camping, including in the Sand Lake and Gargantua Harbour



access zones. Camping will not be permitted within two miles of Highway 17, or within 1 km of the Frater or Mijinemungshing Roads or that portion of the Gargantua Road open to public use, except in car campgrounds or on designated interior campsites. Camping will not be permitted in Nature Reserve or Historical zones, except on designated interior campsites in certain zones where it can be demonstrated that the values for which these zones have been established will not be impaired.

Interior campers will be required to pack out all non-burnable garbage. The use of non-burnable dispensable food and beverage containers in the interior may be prohibited at some future date. If required in the future, capacity standards may be established which will serve as safeguards against unregulated and indiscriminate interior use, so that excessive use in certain areas will not damage natural environment values. To this end, limits on size of parties, and on the number of parties permitted to use designated areas at any one time, might be established.

**Sport Fishing:** Sport fishing will be encouraged throughout the Park. Native fish species may be stocked in Park waters to enhance quality, and sport fishing opportunities. Use of live bait fish will not be permitted except in Lake Superior. Certain water bodies may be closed to fishing temporarily or permanently for fisheries research or management purposes. Special daily catch limits, size limits, and seasons will be discussed in the Fish and Wildlife Management Plan. Otherwise, standard Ministry of Natural Resources management policies will apply to sport fishing.

**Sport Hunting:** Sport hunting will be permitted for moose, grouse and varying hare east of Highway 17 and north of the southern boundaries of Brimacombe and Broome townships. Hunting will be discontinued in the rest of the Park. All hunting will be discontinued on that portion of the Highway 17 right-of-way through the Park which is not included within the described hunting area. Hunting will be permitted on that portion of the Highway 17 right-of-way which is within the described hunting area. Habitats will not be managed except in Recreation-Utilization Zones. Certain areas within the described hunting area may be closed to hunting temporarily or permanently for wildlife research or management purposes. Otherwise, standard Ministry of Natural Resources management policies will apply to hunting.

**Vehicles:** Motorboats will not be permitted except on Sand Lake, where motors will be restricted to 7.5 kW (10 horsepower) or less, and on Lake Superior. Recreational snowmobiling will not be permitted in the Park. Persons requiring interior access for specific, essential purposes will be granted a letter of permission from the Park Superintendent, authorizing them to use snowmobiles within the Park for those specific purposes. Public use of motor vehicles will be limited to designated roads within Development, and Access, and Recreation-Utilization zones. Private aircraft will not be permitted to land in the Park except under emergency circumstances, except at the north end of Sand Lake. Bicycling will be limited to roads designated for public use of motor vehicles, and other roads designated specifically for bicycling.

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## Visitor Services

"Human response to a wild, rugged coastline and hard to penetrate hinterland" is the underlying theme which will be used by the visitor services program in its interpretation of Lake Superior Park. Man's relationship to the land on the eastern shore of Lake Superior is that of a participant, not an onlooker. Just as, historically, man canoed, hunted, and fished in these forests for survival, so, today, he hikes, observes nature, harvests wood and fish, and canoes for his own pleasure, recreation and edification.

**Communications:** A high quality communications program will be essential for the Park. At present, the identity of the Park as a whole is inadequately conveyed to most users. In addition to facilities described in Section 10 (Development Zones), printed and visual material will be developed which will encourage the user to make the best and fullest use of both highway corridor and interior recreational opportunities. Wherever possible, this material will be made available to users before they actually arrive at the Park so that they can plan their visit. Advance information is particularly important for potential interior users.

**Interpretation:** Interpretive programs will provide visitors with opportunities to learn and experience the character and significance of the Park. In this context, a full range of programs will be offered which focus on the natural and cultural environments of the Park, and the management of renewable natural resources within the Park. These programs will be based on natural and cultural landscapes and features

throughout the Park. At each campground, day-use area, and interior access point, small scale, informal exhibits and displays will be developed. Facilities to be developed in Historical zones are identified in Section 14. Minimal facilities such as self-guiding trails may be developed wherever appropriate.

**Recreation Programs:** The need for recreation programs in the Park requires study. As visitor demands suggest, and funds and priorities permit, the following types of programs might be established in the future: programs in Development and Access zones to develop the skills of potential interior travellers to the level required to properly use and enjoy the recreational environment of the interior; programs in Development Zones to develop individual outdoor skills in general; programs in Historical Zones consisting of activities involving personal participation in past human activities and lifeways authentic to the zone.

**Outdoor Education:** While the school population within convenient access of the Park is relatively small, opportunities will continue to be provided for outdoor education of organized groups wherever desired and practical, and compatible with and complementary to Park values.

## Commercial Services

In general, commercial services will not be provided in Lake Superior Park, either by the Ministry of Natural Resources or by concessionaires. The private sector will be encouraged to provide, outside Park boundaries, services for Park users such as service stations, restaurants, stores, accommodation, outfitting services, etc.

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Wawa and Montreal River Harbour are natural centres for the concentration of these services for southbound and northbound users respectively.

### Scientific Research

Scientific research by qualified individuals will be encouraged in Lake Superior Park where and when appropriate, providing that such research can positively contribute to knowledge of natural and cultural history and to scientific knowledge of benefit to mankind, as well as to natural environment management. All research programs will require the approval of the Ministry of Natural Resources and must also meet all requirements under applicable provincial and federal legislation. Faunal and floral specimens, soil and geological samples, and archaeological and historical artifacts may be removed by qualified researchers, or by the Ministry for research and interpretive purposes, subject to the foregoing constraints. Research activities and facilities will be subject to development and management policies for the Park unless special permission is given by the Ministry.

## 10. Development Zones

### Introduction

Development Zones provide the main access to Lake Superior Park and facilities and services for a range of day-use and car camping activities. Specific facilities are enumerated under individual zones.

Within the individual zones listed below, areas are designated as suitable for new day-use and car camping facilities. However, the development of additional such facilities cannot be justified at this time, as supply appears adequate and demand appears stable. The situation will be re-evaluated in subsequent reviews of this Master Plan, and, should development be required, it will be directed to the priority areas designated below.

Existing day-use and camping facilities will be maintained at, and any new facilities will be developed to, standards which will encourage natural environment based activities, and provide for uncrowded conditions and relative freedom from fellow recreationists. Existing and potential day-use and camping facilities are indicated on Figure 10.1.

### Highway 17

The right-of-way of Highway 17 is the property of the Ministry of Transportation and Communications and is not within Park boundaries. For the purposes of the Master Plan, however, it will be considered as a Development Zone.

The highway and shoulders proper will be maintained by the Ministry of Transportation and Communications to Trans-Canada Highway requirements. Additional passing lane construction may be carried out. Camping on the right-of-way will be prohibited.

The Ministry of Transportation and Communications and the Ministry of Natural Resources will collaborate on the development of standards for the aesthetic improvement and maintenance of the right-of-way beyond the highway shoulder. The objective will be to provide a right-of-way aesthetically appropriate to Lake Superior Park, compatible with highway safety needs. Unofficial pull-offs will either be improved or closed. The two Ministries will collaborate to study ways in which gravel pits within Park boundaries designated for the use of the Ministry of Transportation and Communications can be reduced in number, and aesthetically improved where applicable.

The two Ministries will also collaborate on the development of a highway signage system through the Park. The objective will be to provide signage appropriate to Lake Superior Park which communicates in an integrated fashion an awareness of Park facilities and the Park environment, compatible with highway safety needs.

#### **Visitor Services and Management Facilities Adjacent to Highway 17**

The following facilities will be provided immediately adjacent to Highway 17 and are not of a scale to require special zoning. They are indicated on Figure 10.1.

**North Boundary Information Centre:** A pulloff and information centre will be developed on the west side of Highway 17 at a location not yet identified near the extended northern boundary of the Park. This centre will provide orientation and information services for the southbound potential user desiring to stop. Interior information and interior camping permits will be provided here.

**Red Rock Lake Park Headquarters and Work Centre:** This facility will be retained and will be the formal Park Headquarters. The aesthetic quality of the grounds will be upgraded. Residences for permanent staff will be required.

**Mijinemungshing Lake Road Junior Ranger Camp:** This facility was transferred in 1976 to MacGregor Cove. The site will be rehabilitated.

**Ministry of Transportation and Communications Patrol Yard:** This facility will be retained. The aesthetic quality of the grounds will be upgraded.

**Agawa Bay Work Centre:** This facility will be retained. The aesthetic quality of the grounds will be upgraded. Residences for permanent staff will be required.

**Service Centre:** This store-coffee shop-service station facility, now privately owned, will ultimately be acquired and the improvements removed. At the present time, given the existence of similar facilities at Montreal River Harbour, there would not appear to be any need for the Ministry of Natural Resources to provide equivalent facilities within Park boundaries.



- DRIFTWOOD BEACH**  
 — Existing Day-Use Area with Expansion Potential  
 — Potential Car Campground

# Existing, Proposed, and Potential Day-Use, Camping, and Access Facilities in Lake Superior Park

- OLD WOMAN BAY**  
 — Existing Day-Use Area
- RABBIT BLANKET LAKE**  
 — Existing Day-Use Area  
 — Existing Car Campground with Expansion Potential

- RED ROCK LAKE**  
 — Existing Work Centre  
 — Proposed Park Headquarters

- GARGANTUA HARBOUR**  
 — Proposed Hike-In Campground

PROPOSED INFORMATION CENTRE

- SAND LAKE**  
 — Proposed Access Point

- MIJINEMUNGSHING LAKE**  
 — Existing Access Point

- KATHERINE COVE**  
 — Existing Day-Use Area

- SINCLAIR COVE**  
 — Existing Access Point

- AGAWA BAY**  
 — Existing Day-Use Area to be Phased Out  
 — Campground with Expansion Potential  
 — Existing Work Centre

- AGAWA BAY (North of Agawa River)**  
 — Potential Day-Use Area

- SPECKLED TROUT CREEK**  
 — Potential Day-Use Area

- MACGREGOR COVE**  
 — Potential Day-Use Area  
 — Junior Ranger Camp to be Phased Out

- CRESCENT LAKE**  
 — Existing Car Campground

PROPOSED INFORMATION CENTRE

Public Access Roads  
 Proposed Park Boundary

Figure 10.1





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South Boundary Information Centre: A facility similar to the North Boundary Information Centre will be developed on the east side of Highway 17 for northbound potential users near the present entrance to Crescent Lake campground. This facility will also serve as the gate facility for Crescent Lake campground.

#### Driftwood Beach Development Zone D-1

The existing public land access point will be retained as a Park day-use area and standards altered to Park standards as necessary. Internal roads will be paved. This is a priority zone for development of expanded day-use facilities, and a car campground, if required in the future.

#### Old Woman Bay Development Zone D-2

This zone lies within the Highway 17 right-of-way but is now managed by, and should be acquired by, the Ministry of Natural Resources. The existing day-use area will be retained. The parking lot will be relocated so as to provide additional capacity and reduce vehicle intrusions onto the backshore of the beach. Internal roads will be paved.

#### Rabbit Blanket Lake Development Zone D-3

The existing day-use area and car campground will be retained. The campground could be expanded to a modest degree, if required in the future. A small-scale multi-purpose visitor services program building, suitable for interpretive and outdoor education programs and group picnicking, will be developed. A comfort station

with showers will be built. Internal roads will be paved.

#### Katherine Cove Development Zone D-4

The existing day-use area will be retained. Internal roads will be paved.

#### Sand River Development Zone D-5

The existing day-use area on the north side of the Sand River will be retained. The aesthetic quality of the grounds will be upgraded. Internal roads will be paved.

#### Agawa Bay Development Zone D-6

The existing car campground will be retained. The campground could be expanded to a modest degree, if required in the future. Priority areas for development of day-use facilities, if required in the future, are at the mouth of Speckled Trout Creek and to the north of the Agawa River. The existing day-use area will be retained unless required for campground expansion at which time new day-use facilities would be developed within the zone. Existing visitor services facilities will be retained and upgraded, and a small-scale multi-purpose building, suitable for interpretive and outdoor education programs and group picnicking, will be developed. Comfort stations with showers will be built in the campground. Internal roads will be paved. Future uses for the former Agawa Lodge will be studied.

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#### MacGregor Cove Development Zone D-7

This zone is occupied by a Junior Ranger Camp until 1986 or until the area is required for recreational purposes, whichever is the later. This is a priority area for development of day-use facilities, if required in the future.

#### Crescent Lake Development Zone D-8

The existing day-use area and car campground will be retained. The new South Boundary Information Centre which will serve as the campground gate facility, and Park communications services, will be used to attract more campers to this campground. A comfort station with showers will be built. Internal roads will be paved.

### **11. Access Zones**

#### **Introduction**

Access Zones serve as staging areas where minimum facilities support use of the Park interior and Lake Superior waters for low intensity recreational and educational experiences. Specific facilities are listed under individual zones.

#### Lake Superior Waters Access Zone A-1

The waters of Lake Superior provide, among other opportunities, water access to the entire coastline. Except as noted specifically in this Master Plan, Park waters will be available for the same uses as the rest of the Canadian waters of Lake Superior. Boats will not be permitted to dump any waste within Park waters. Agreements, where necessary, will be entered into with the commercial fishery to limit commercial fishing during July and August within 300 m (984 feet) of the coastline of the developed portions of Development Zones.

#### Sand Lake Access Zone A-2

This zone will provide access from the Algoma Central Railway to the Sand River. The property at the north end of Sand Lake which is now being acquired will permit users to travel from the railway to the waters of Sand Lake on public land. This property is suitable for the development of a few back country campsites (as defined in Section 12) if required in the future. Interior management of this access point will be carried out as necessary. Motorboats of 7.5 kW (10 horsepower) or less will be permitted

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on Sand Lake. The north end of Sand Lake will be licenced as a water airport at which public aircraft landing will be permitted.

#### Mijinemungshing Road Access Zone A-3

This zone will provide access from Highway 17 to the central interior lakes of the Park. The Mijinemungshing Road and dock will be maintained for public use. At the dock, only parking for lake and interior users will be provided. Public use of Mijinemungshing Lake for aircraft landing has been discontinued.

#### Gargantua Harbour Access Zone A-4

This zone will provide access from Highway 17 to the central coastline of the Park. The Gargantua Road will be maintained for public use as far as a parking lot approximately 3 km (2 miles) from Gargantua Harbour. West of this point, the road will be relocated inland to the northeast of its present location, terminating at the existing dock on the west side of the harbour. This section of the road will be available for the use of the Ministry of Natural Resources and commercial fishermen only.

An interior hike-in campground will be developed on Gargantua Harbour. The campground will consist of 30 or fewer sites well separated from each other and built to back country campsite standards as defined in Section 12. Visitor access will be by foot from the parking lot via the present road alignment.

The commercial fishery will be permitted to use Gargantua Harbour as a port of refuge and as a way station

for bringing in and out small boats, and servicing larger boats, via the Gargantua Road. No other support facilities will be developed. The objective will be to assist commercial fishing in eastern Lake Superior and to perpetuate, and encourage visitor appreciation of, an activity long associated with Gargantua Harbour.

#### Sinclair Cove Access Zone A-5

This zone will provide access from Highway 17 to Lake Superior waters. The existing road and boat launch will be maintained for public use. The dock at Sinclair Cove is a small craft harbour under the jurisdiction of the Canada Department of the Environment. The parking lots for Sinclair Cove and Agawa Rock will be upgraded. The road and parking lots will be paved. At Sinclair Cove, parking will be provided for lake users only.

The commercial fishery will be encouraged to use Sinclair Cove as a way station for bringing in and out small boats, and servicing larger boats. No support facilities will be developed.

#### Frater Road Access Zone A-6

This zone will provide access from Highway 17 to Frater Station on the Algoma Central Railway and thence to the Park interior. The Frater Road will be maintained for public use.

## 12. Wilderness Zones

### Introduction

Wilderness Zones include wilderness landscapes which preserve significant natural and cultural features and are suitable for wilderness experiences. These zones represent both the shoreline and the interior landscapes of Lake Superior Park.

Development will be limited to back country campsites, portages, trails, and necessary signs for route identification. Back country campsites will have limited facilities such as a simple fireplace structure and a primitive privy.

### Coastal Wilderness Zone W-1

(including Nature Reserve Zones NR-3, NR-4; Historical Zone H-2)

This zone includes shoreline features of exceptional natural, cultural, and scenic interest. While much of the upland has been logged, the whole is a representative, coherent coastal unit with excellent hiking potential. The shoreline Voyageur Trail linking Gargantua Harbour and Old Woman Bay will provide the principal access into this zone.

Due to previous commitments, Weyerhaeuser Canada Ltd. will be permitted to continue to harvest timber within the area delineated on the Park Zoning Plan until March 31, 1979. Timber harvesting will be subject to the same guidelines as apply to Recreation-Utilization Zones (see Section 16 and Appendix II). Until March 31,

1979, this area will be managed in all other matters as part of the Wilderness Zone to the greatest extent possible. As of April 1, 1979, harvesting will cease and the area will be fully managed as part of the Wilderness Zone.

### Interior Wilderness Zone W-2

(including Nature Reserve Zones NR-9, NR-10, NR-11, NR-12, NR-13)

This zone includes two major headwater areas of considerable natural and scenic interest. The whole is a representative, coherent interior unit with good canoeing and fishing potential. Mijinemungshing Road will provide the principal access into this zone via Mijinemungshing Lake.

### 13. Nature Reserve Zones

#### Introduction

Nature Reserve Zones include significant earth and life science features of Lake Superior Park which require management distinct from that in adjacent zones.

Development will be limited to portages, trails, necessary signs for route identification, minimal interpretive facilities where appropriate, and temporary facilities for research and management where appropriate. Back country campsites will also be permitted in Zones NR-1, NR-2, NR-3, NR-6, NR-7, NR-19, NR-20, and NR-21 where it can be demonstrated that these will not impair the values for which the zones were established.

Zones within Wilderness Zones (NR-3, NR-4, NR-9, NR-10, NR-11, NR-12, NR-13) will be managed as part of those Wilderness Zones.

#### Treeby Lake Nature Reserve Zone NR-1

This zone includes several fault systems, good examples of continuous topographic lineations, a complex of lake ecosystems, a representative low boreal forest association, and an excellent representative of an upland white birch forest.

#### Brûlé Harbour Nature Reserve Zone NR-2

This zone includes numerous raised and contemporary beach features, the best sequence of undisturbed raised cobble beaches in the Park, excellent representative shoreline and cobble beach

vegetative communities, and the largest gull island and heronry in the Park. This zone also includes significant prehistoric habitation sites, and associated with the cobble beaches, the best collection of Pukaskwa pits in the Park.

#### Cape Chaillon Nature Reserve Zone NR-3

This zone includes numerous raised and contemporary beach features, an outstanding example of a fault, the only mainland outcrop of Cambrian sandstone in the Park, excellent representative shoreline vegetative communities including the best Arctic-alpine community known on the east coast of Lake Superior, and the only mature aspen forest in the Park.

#### Upper Red Rock River Nature Reserve Zone NR-4

This zone includes a significant esker.

#### Upper Buckshot Creek Nature Reserve Zone NR-5

This zone includes a significant esker fragment, and the best topographical evidence in the Park of ice front locations.

#### South Gargantua Harbour Nature Reserve Zone NR-6

This zone includes an outcrop of columnar porphyritic flow-banded rhyolite, which may be the only one in Ontario, and numerous contemporary beach features.



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Bald Head Nature Reserve Zone NR-7

This zone includes numerous contemporary fluvial features.

Valentine Lake Nature Reserve  
Zone NR-8

Tiernan Nature Reserve NR-9

These zones (NR-8, NR-9) include significant esker fragments.

West Mijinemungshing Lake Nature  
Reserve Zone NR-10

Anjigami River Nature Reserve  
Zone NR-11

Wabigoon Lake Nature Reserve  
Zone NR-12

These zones (NR-10, NR-11, NR-12) include extensive representative wetland communities.

Baillargeon Lake Nature Reserve  
Zone NR-13

This zone includes a high ridge which is the highest section of the Gamitagama Lake intrusion on which has developed an unusual dwarf maple forest.

Stoney Nature Reserve Zone NR-14

This zone includes the best preserved esker in the Park.

Upper Agawa River Nature Reserve  
Zone NR-15

This zone includes the best abandoned drainage channel in the Park, numerous other glacial and contemporary fluvial features, and the only major concentration of trembling aspen in the Park other than in Zone NR-3.

Black Lake Nature Reserve Zone  
NR-16

This zone includes excellent representative bog and fen communities.

Barager Nature Reserve Zone NR-17

This zone includes an outcrop of the Gamitagama Lake intrusion, and the largest area of open grown sugar maple forest in the Park.

Upper Sand River Nature Reserve  
Zone NR-18

O'Connor Nature Reserve Zone NR-19

These zones (NR-18, NR-19) include the only significant glacial lake location in the Park, numerous glacial and contemporary fluvial features, unusual forest cover including meadows, clearings, and the only jack pine stand and the largest black spruce bog forest in the Park, and excellent wildlife habitat.

Lower Sand River Nature Reserve  
Zone NR-20

This zone includes numerous glacial and contemporary fluvial features, the most significant sand dunes in

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the Park, and the best sequence of bog and fen communities in the Park.

Lower Agawa River Nature Reserve  
Zone NR-21

This zone includes numerous glacial and contemporary fluvial features, and the most complete representation of Great Lakes - St. Lawrence forest in the Park.

#### 14. Historical Zones

##### Introduction

Historical Zones include significant historical resources of Lake Superior Park.

Development will be limited to trails, necessary signs, and, where desirable, means of conveyance appropriate to the historical resource. Where appropriate, facilities for research, management, education, and interpretation, and historical restorations or reconstruction, may also be provided. Back country campsites will also be permitted in Zone H-2 where it can be demonstrated that these will not impair the values for which the zone was established.

Zone H-2 will be managed as part of Wilderness Zone W-1.

##### Michipicoten Historical Zone H-1

This zone includes the site of the Hudson's Bay Company's Michipicoten Post, possibly other sites associated with fur trade history, and significant Indian habitation sites, possibly including a Shield Archaic site which, if located, would be the oldest known habitation site in the Park. This is a priority zone for research, large scale interpretation, and partial reconstruction in the long term. In the short term, small scale informal interpretive exhibits and displays will be developed.

## Cape Gargantua Historical Zone H-2

This zone includes significant Indian habitation sites, excellent representative Pukaskwa pits, and a complex of landforms and features of outstanding religious significance to the pre-historic and historic Indians of the east coast of Lake Superior. This zone also includes numerous raised and contemporary beach features and the second largest heronry in the Park. The priority in this zone will be preservation within a Wilderness Zone context.

## Agawa Historical Zone H-3

This zone consists of three separate areas all related to human activity near the mouth of the Agawa River.

**Sinclair Cove Area:** This area includes a significant Indian habitation site. The priority in this area will be preservation.

**Agawa Point Area:** This area includes landforms and features of outstanding religious significance to the pre-historic and historic Indians of the east coast of Lake Superior, including Agawa Rock and its paintings. The existing trail and lookout area will be redesigned, relocated, and reconstructed. Exhibits and displays will be developed which will convey the significance of the entire area. The site will be staffed with interpreters during the summer season.

**Agawa Meadows Area:** This area includes significant Indian habitation sites, the site of the Hudson's Bay Company's Agawa Post, and part of the site of the frontier fishing settlement of Agawa Bay. The priority in this area will be preservation.

## **15. Natural Environment Zones**

### **Introduction**

Natural Environment zones include landscapes of high natural quality in which there is a minimum development required to support low-intensity recreational activities.

Mainland Natural Environment zones are in general particularly suitable for hiking. Development will be limited to back country campsites, portages, trails, necessary signs for route identification, and minimal interpretive facilities where appropriate. Back country campsites will have limited facilities such as a simple fireplace structure and a primitive privy. As well, small walk-in campgrounds near Highway 17, and small boat-in campgrounds along the Lake Superior coastline, might be developed in these zones if required in the future. The island Natural Environment zones will remain undeveloped.

### Michipicoten River Natural Environment Zone NE-1

### Smoky Point Natural Environment Zone NE-2

### Old Woman River Natural Environment Zone NE-3

### Peller Lake Natural Environment Zone NE-4

### Ogas Creek Natural Environment Zone NE-5

### Buckshot Creek Natural Environment Zone NE-6

Robertson Cove Natural Environment  
Zone NE-7

Barrett River Natural Environment  
Zone NE-8

Beaver Rock Natural Environment  
Zone NE-9

Peever Natural Environment  
Zone NE-10

Agawa Falls Natural Environment  
Zone NE-11

These zones (NE-1 through NE-11) include features of considerable natural, cultural, and scenic interest. Hiking potential is very good.

Leach Island Natural Environment  
Zone NE-12

Lizard Islands Natural Environment  
Zone NE-13

Montreal Island Natural Environment  
Zone NE-14

These zones (NE-12 through NE-14) require further study.

## 16. Recreation-Utilization Zones

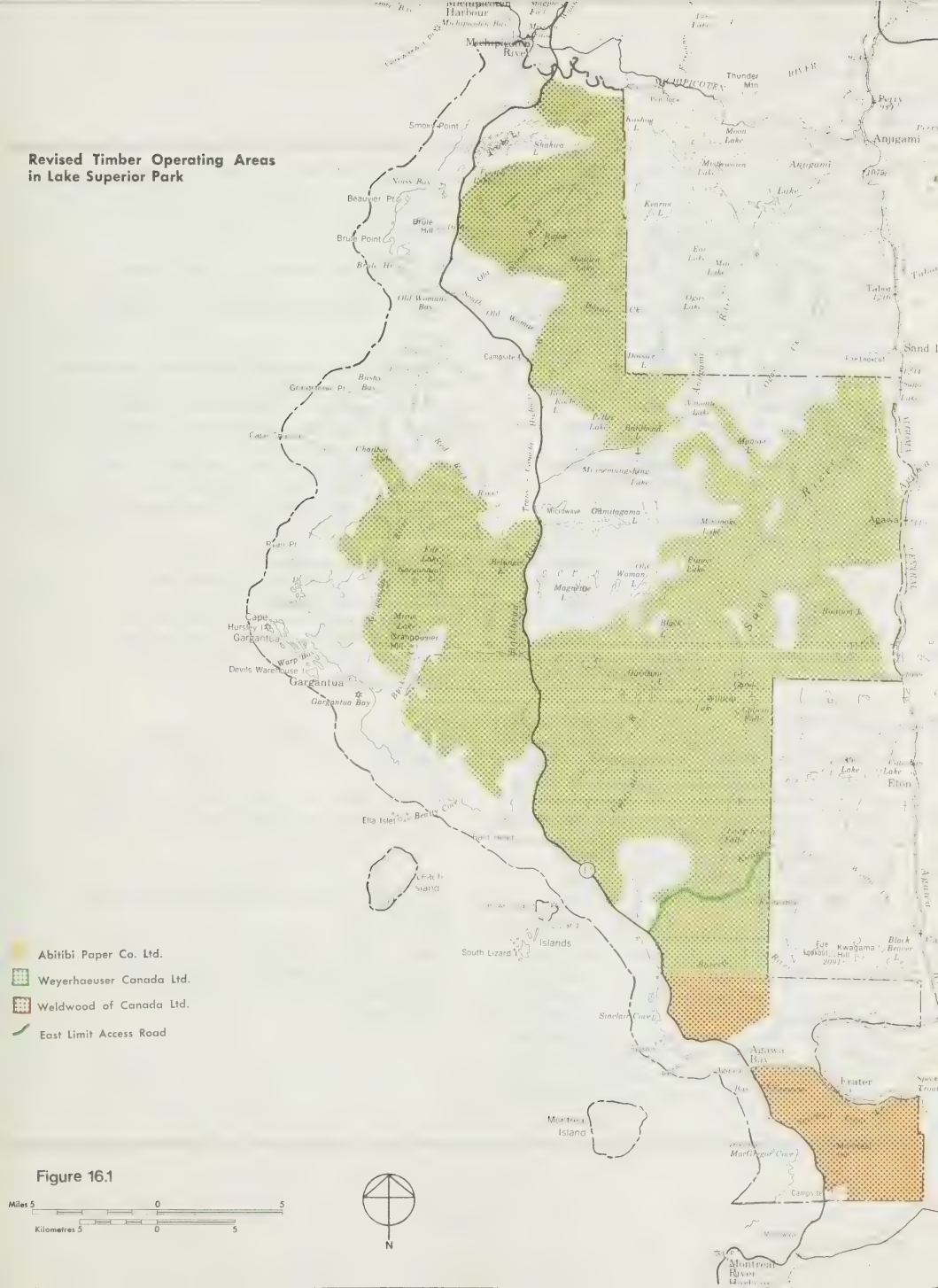
### Introduction

Recreation-Utilization Zones include natural landscapes in which there is minimum development required to support low-intensity recreational activities, and also provide for the harvesting of renewable natural resources.

The Weldwood of Canada Ltd. licence number 347000 will apply only to Recreation-Utilization zones within its present licence area. The Weyerhaeuser Canada Ltd. licence number 174300 will apply only to Recreation-Utilization zones within its present licence area, and will be extended to include Recreation-Utilization zones in Dulhut and Rabazo Townships. The Abitibi Paper Co. Ltd. volume agreement 293400 will apply to Recreation-Utilization zones within its present agreement area, and a new volume agreement will be written to include spruce and balsam fir pulpwood in the remainder of the Recreation-Utilization zones within the Park. Weyerhaeuser and Weldwood are also being provided with additional sources of supply on public lands outside the Park to compensate for their losses within the Park. Figure 16.1 shows the extent of these revised cutting rights in the Park.

In order to access these additional sources of supply, a forest access road will be constructed to cross the Park eastward from Highway 17 through Goodwillie Township (see Figure 16.1). This road will serve as one of a number of internal haul roads within Recreation-Utilization Zones. It will also provide access to timber limits east of the Park for men and service

# **Revised Timber Operating Areas in Lake Superior Park**





vehicles only. This will be the only road to traverse the Park for the purpose of servicing commercial timber harvesting outside the Park. This road will be located so as to minimize its impact on Park resources, and construction standards will conform with the terms and conditions set out in Appendix II. Like all other forest access roads in the Park, this road will be closed to the public.

The system now used by Weyerhaeuser and Weldwood is a highly selective cut for mature quality hardwoods. There is no question that the veneer logs and sawlogs currently being harvested are limited in supply, and therefore the term "sustained yield" is not applicable to these products. However, this does not preclude the companies lowering their specifications or wood quality requirements to enable future cuts on a sustained yield basis. Therefore, the use of Park forests for commercial timber harvesting will be fully reviewed in the first review of this Master Plan, or earlier if required.

The Ministry of Natural Resources will continue to manage the forests of the Park as a single unit. A Forest Management Plan will be developed for the Park as soon as possible. This Plan will specify silvicultural cutting systems and regeneration practices for the various commercial species.

Each company will continue to submit an annual cutting plan which must be approved by the Ministry of Natural Resources. The Ministry will evaluate plans, as in the past, including proposed methods of operating, and revise them if necessary, in light of the Park Forest Management Plan, and impact on significant natural, cultural,

and recreational values. Appendix II sets out the terms and conditions which apply to timber harvesting in the Park.

Trapping and commercial bait fishing may be permitted in designated areas within Recreation-Utilization areas.

Recreational development will be limited to back country campsites, portages, trails, and necessary signs for route identification. Back country campsites will have limited facilities such as a simple fireplace structure and a primitive privy. As well, small walk-in campgrounds near Highway 17 might be developed in these zones if required in the future.

New hiking trails and walk-in campgrounds will be established and located according to the same criteria as used elsewhere in the Park, and they and their accompanying reserves will take precedence over forest operations.

#### Modden Lake Recreation-Utilization Zone RU-1

Scenic value is high, hiking potential is moderate, and canoeing potential is good.

#### Belanger Lake Recreation-Utilization Zone RU-2

Scenic value is moderate and hiking and fishing potentials are good. This zone includes the Belanger Lake canoe route.

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Baldhead River Recreation-Utilization  
Zone RU-3

Scenic value is moderate and hiking potential is good.

Sand River Valley Recreation-Utilization  
Zone RU-4

Scenic value is high, and hiking, and fishing potentials are very good. The Sand River canoe route, and connections with other routes, lie within this zone.

Lost Lake Recreation-Utilization  
Zone RU-5

Scenic value and hiking potential are good.

**17. Plan Implementation and Review**

This Master Plan will be reviewed every five years. As funds and priorities permit, additional research will be conducted on natural and cultural values, recreational user demands and behaviour, and commercial forest operations, so as to permit increasingly sophisticated reassessment.

The following developments and management policies will be priority items during the five-year period commencing with the approval of this plan and will be completed as funds and priorities permit.

- Boundary extensions and acquisition of the most incompatible inholdings;
- Termination of unauthorized occupations;
- Realignment of commercial trapping lines and commercial bait fishing in accordance with the zoning plan;
- Fish and Wildlife Management Plan for Park;
- Park Management/Operating Plan;
- Development of significant additional hiking trails including coastal trail;
- Introduction of interior camping permits and upgrading of interior camping management;
- Legal description of hunting area;
- Limitation of motorboat use;
- Phase-out of recreational snowmobiling;
- Development of small-scale interpretive facilities at campgrounds, day-use areas, and interior access points;
- Management plan for Highway 17 right-of-way;
- Study of consolidation and aesthetic improvements of Ministry of Transportation and Communica-

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- tions gravel pits adjacent to highway;
- Development of highway signage system;
  - Development of Information Centres, north and south boundaries;
  - Upgrading of aesthetics of grounds, Red Rock and Agawa Bay work centres and Ministry of Transportation and Communications patrol yard;
  - Provision of residences for permanent staff, Red Rock and Agawa Bay work centres;
  - Relocation of parking, Old Woman Bay day-use area;
  - Paving of internal roads, all campgrounds and day-use areas;
  - Development of multi-purpose visitor services building, Rabbit Blanket Lake and Agawa Bay campgrounds;
  - Development of comfort stations with showers, all campgrounds;
  - Upgrading of aesthetics of grounds, Sand River day-use area;
  - Prohibition of commercial fishing near developed portions of Development Zones;
  - Licensing of north end of Sand Lake as public water airport;
  - Development of interior hike-in campground, Gargantua Harbour;
  - Development of parking lot and relocation of road west of lot, Gargantua Road;
  - Upgrading of parking lots, Sinclair Cove and Agawa Rock;
  - Paving of internal roads, Sinclair Cove Access Zone;
  - Development of small-scale interpretive facilities, Michipicoten Post;
  - Redevelopment of trail and lookout and development of interpretive facilities, Agawa Rock;
  - Construction of forest access road traversing Park through Goodwillie Township;
  - Forest Management Plan for Park.

To more effectively implement this Plan, the administrative structure of the Park will be revised.

## ***Appendices***



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## Appendix I

### Review of Public Participation 1972-73

#### Introduction

A task force within the former Department of Lands and Forests was established in 1971 to integrate background information and develop an acceptable concept for the future of Lake Superior Park. In 1972 this task force produced a document titled Lake Superior Provincial Park: Master Plan Background Information, which was released for the purpose of involving the public in the planning process. This document included a comment sheet which solicited viewpoints on the future of the Park from park users (day users, car campers and interior users), residents of Sault Ste. Marie and Wawa, special interest groups, and the general public. Of these groups, only car campers and residents of Sault Ste. Marie and Wawa were randomly sampled.

Care must be exercised in drawing conclusions from the results of the comment sheet because of the low rate of response (25 per cent), and the lack of a follow-up procedure to identify non-response bias. In addition, four of the groups were not sampled randomly and the seven groups were not independent (for example, a car camper could reside in Wawa). Because of these limitations and the many possible interpretations of the responses, detailed analysis and interpretation of the data will not be attempted beyond the presentation of the tabulated results.



## Summary of Results

### Sample Strata

Group	Number Distributed	Number Returned	Per Cent Returned
General Inquiry	499	118	24
Sault Ste. Marie	1,500	471	31
Wawa	600	171	29
Car Campers	1,500	293	20
Interior Users	200	23	12
Day Users	200	50	25
General Users	200	42	21
TOTAL	4,699	1,168	25

### Origin of Respondents

Origin	Per Cent of Returns
Sault Ste. Marie	46.3
Wawa	15.9
Other Algoma District	0.7
Other Northern Ontario	2.1
Southern Ontario	13.9
Total Ontario	78.9
Other Canada	2.3
United States	18.5
Other	0.3
Total Other	21.1
TOTAL	100.0

# Occupation of Respondents

Occupation	Per Cent of Returns
White Collar Executives	5.3
Professional, Technical, Teachers	25.2
Managers, Officials, Proprietors	6.1
Clerical	4.2
Sales	3.4
Blue Collar	31.5
Craftsmen, Foremen	4.7
Non-Farm Labourers	0.9
Service Workers	2.0
Private Household Workers	0.1
Other Service Workers	0.2
Farm Workers	0.3
Students	4.6
Housewives	2.7
Retired	6.0
Military	0.8
Unemployed	0.4
No Response	0.6
Cannot Determine	1.0
Total	100.0
Related to Forest Industry	6.1
Not Related to Forest Industry	88.7
Unable to Distinguish	5.2
Total	100.0

Question:

Are you a member of any organization that has a special interest in the park:

Yes - 9.4%  
No - 90.6%

Question:

How many times have you visited Lake Superior Provincial Park?

Never - 16.2%  
Once - 24.0%  
Two to four times - 23.2%  
More than four times - 36.6%

Question:

On these visits has Lake Superior Provincial Park been: (check one)

The primary destination - 34.4%  
A stopover en route - 24.6%  
One of several intended destinations - 21.3%  
Other, please specify - 6.3%  
No response - 13.4%

Question:

The following statements outline three potential levels of development for Lake Superior Provincial Park. Please read each statement and indicate your degree of agreement (or disagreement).

1. As an intensively developed park, Lake Superior would provide recreational facilities for camping and day-use. A wide range of indoor and outdoor recreational opportunities which are easily

accessible could be offered. A recreation centre would be provided and outdoor opportunities would also permit the use of modern, power-oriented equipment for activities such as motorboating, water-skiing, mini-biking and snowmobiling. For both the camper and the day user, roads would penetrate the currently undeveloped portions of the Park. The intensively developed campgrounds would include modern conveniences such as showers, electrical and sewage hookups with stores to provide camper supplies.

Strongly agree - 14.3%  
Agree somewhat - 12.0%  
Neutral - 3.4%  
Disagree somewhat - 15.0%  
Strongly disagree - 55.2%

2. Lake Superior Provincial Park could be moderately developed to provide the traditional outdoor recreation facilities for camping and day-use. A variety of outdoor recreation opportunities of varied accessibility would be offered. Emphasis on the outdoor activities would be upon several trails for back country travel in the form of canoeing and hiking. The use of motorboats on inland lakes would be limited to under 10 horsepower and the use of minibikes and snowmobiles would be prohibited. Some road development would take place but portions of the park would remain inaccessible except for those travelling by foot or canoe. A diversity of camping areas for car campers of the walk-in type would be provided but none would include the modern conveniences

of showers, electrical and sewage services or recreation centres.

Strongly agree - 29.3%  
Agree somewhat - 31.1%  
Neutral - 6.2%  
Disagree somewhat - 17.1%  
Strongly disagree - 16.2%

3. A park which is lightly developed in selected locations to provide basic recreation facilities for camping and some day use. A number of wilderness recreation opportunities would be accessible to those requiring minimum conveniences. Emphasis upon a high quality wilderness experience would provide opportunities for extended back country travel by canoe and an extensive system of hiking trails. This would include provisions for solitude and the protection and preservation of the park landforms, vegetation, and wildlife. No power equipment for recreation on water or land would be permitted. Road access would be limited to selected recreation complexes (camping and picnic areas) along the existing highway corridor and the major portion of the park would be left undisturbed. A major aspect of the car camping areas would be the separation of campsites to provide privacy and seclusion. Modern conveniences would not be provided.

Strongly agree - 49.3%  
Agree somewhat - 23.3%  
Neutral - 8.4%  
Disagree somewhat - 11.3%  
Strongly disagree - 7.5%

Question:

Logging and recreational activities presently take place in Lake Superior Provincial Park. Do you feel this is:

Acceptable - 54.5%  
Unacceptable - 35.7%  
No Opinion - 9.7%

Question:

Based upon the data provided in the information package, please indicate which of the following represents your viewpoint:

- (a) logging should be allowed to continue throughout the park under close control and regulation - 35.3%  
(b) logging should be continued on a reduced scale under close control and regulation - 25.8%  
(c) logging should be phased out of the Park - 38.7%

Question:

If you selected (b) in the preceding question, what percentage of the total acreage should be open to long-term licencing?

Acreage that should be Open  
to Long-Term Licencing

Percentage of Park	Percentage of Respondents
0 - 5	13.3
6 - 10	9.1
11 - 15	7.9
16 - 20	8.5
21 - 25	10.3
26 - 30	6.1
31 - 35	4.2
36 - 40	4.2
41 - 45	- -
0% - 45%	63.6

46 - 50	20.0
51 - 60	3.6
61 - 70	3.6
71 - 80	6.1
81 - 90	1.2
91 -100	1.8
46% - 100%	36.3

Mean = 32% of the Park  
Median = 26% of the Park  
Mode = 46% - 50% of the Park

Question:

Recreational hunting should be  
permitted in Lake Superior Provincial  
Park. (Please indicate your feeling  
toward this statement).

Strongly agree - 10.4%  
Agree somewhat - 23.2%  
No opinion - 3.8%  
Disagree somewhat - 11.5%  
Strongly disagree - 51.1%

Question:

If you indicated agreement with the  
preceding question, should it be:

Moose only - 50.5%  
All forms of hunting - 49.5%

Question:

Do you feel commercial trapping  
should be permitted in the park?

Yes - 26.4%  
No - 73.1%  
No response - 0.5%



## Appendix II

### Terms and Conditions for Commercial Timber Harvesting

The Ministry of Natural Resources attaches to all timber licences and approvals to commence cutting in Lake Superior Park, Terms and Conditions which apply to commercial timber harvesting in the Park. Following is an updated version of this schedule.

### Terms and Conditions that apply in respect of Lake Superior Provincial Park

#### DEFINITIONS

1. (a) In this schedule, the word "reservation" means any area referred to in clauses (a) to (e), both inclusive, of subparagraph (2) of paragraph 2.

(b) In this schedule, the term "campsite" means a temporary camp required for timber harvesting operations.

#### RESERVATIONS

2. (1) No trees shall be harvested outside of an area approved for the harvesting of trees,

(2) Subject to subparagraph (3), no trees shall be harvested,

(a) on any island,

(b) within 1,500 feet of any campground, camping area, picnic ground or nature trail designated in any

approval to commence cutting operations issued to the licensee,

(c) within 600 feet of the right-of-way of Highway 17,

(d) within 600 feet of the water's edge of the Sand River,

(e) within 400 feet of,

i) the railway right-of-way of the Algoma Central railway,

ii) the right-of-way of any public road designated in any approval to commence cutting operations issued to the licensee, or

iii) any lake, river, portage, or trail designated in any approval to commence cutting operations issued to the licensee.

(3) The District Manager at Wawa may, in any approval to commence cutting operations, establish a lesser reserve where in his view it does not create any adverse environmental impact, or conflict with recreational values.

#### ROADS

3. The conditions governing road development will be that,

(a) no road shall be constructed without the prior written approval of the District Manager at Wawa of the proposed location for the road,

- 
- (b) subject to clause (a), no road shall be constructed within any reservation except for the purpose of crossing the reservation if, and only if, no feasible route for the road that circumvents the reservation exists,
- (c) no road shall be constructed if and when, in the opinion of the District Manager, an alternate suitable road, accessing the same approved area for the harvesting of tree exists,
- (d) existing roads that are outside of an area approved for the harvesting of trees may be used, to provide access to the approved area for the harvesting of trees, upon the prior written approval of the District Manager at Wawa,
- (e) where an approved road is to be constructed across a reservation,
- i) all merchantable trees shall be pre-cut and piled off the right-of-way and salvaged, and
  - ii) all non-merchantable trees shall be removed off the right-of-way and deposited outside the reserve,
- (f) where an approved road is to be constructed in whole or part outside of a reservation, all merchantable trees on the right-of-way outside of the reservation shall be salvaged and all unmerchantable trees shall be deposited off the right-of-way,
- (g) where an approved road is to be constructed across any river or stream, it shall be constructed so that the natural flow and quality of the water therein will not be affected, and the recreational use of the river or stream for such uses as canoeing and fishing will not be impeded,
- (h) except as required for safety reasons, each type of road listed in Column 1 that is to be constructed shall have a right-of-way that does not exceed the width set opposite thereto in Column 2 and shall have a travelling surface that does not exceed the width set opposite thereto in Column 3:
-

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<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
main access road	66 feet	14 feet
secondary access road	45 feet	14 feet
internal haul road	33 feet	14 feet
the part of any road in a reservation	22 feet	14 feet

SLASH, DEBRIS AND GARBAGE

4. The conditions governing cutting operations will be that,

- (a) where any slash from any operation falls into any waters, lake, river or stream, the licensee shall ensure that such slash is removed therefrom,
  - (b) all slash that falls within any reservation referred to in paragraph 1 shall be lopped and dispersed so that it lies within 36 inches of the ground,
  - (c) all garbage and debris resulting from any operation shall be collected by the licensee and deposited at such garbage dump as may be authorized by the District Manager at Wawa, and
  - (d) notwithstanding clause (b), all slash resulting from the construction of roads, landings, borrow pits and campsites shall be disposed of by the licensee in a manner satisfactory to the District Manager at Wawa.
-

#### BORROW PITS

5. The conditions governing borrow pits will be that,

- (a) no borrow pit shall be opened within any reservation or within 400 feet of the water's edge of any lake, river or stream,
- (b) no borrow pit shall be opened without the prior written approval of the District Manager at Wawa of its location,
- (c) all merchantable trees on the site of an approved borrow pit shall be felled before any sand, gravel or other materials are removed therefrom and the felled trees shall be salvaged, and
- (d) when extraction of sand, gravel or other materials ceases from an approved borrow pit, it shall be rehabilitated by the licensee to such specifications as may be fixed by the District Manager at Wawa with a view to maintaining aesthetic and recreational values and avoiding environmental damage.

#### LANDINGS AND SKIDWAYS

6. The conditions governing landings and skidways will be that,

- (a) no concentration point for logs shall be located within any reservation or within 400 feet of the water's edge of any lake, river or

stream without the prior written approval of the District Manager, and

- (b) all merchantable trees or each concentration point for logs shall be felled and salvaged before any bulldozing operation is commenced thereon.

#### CAMPSES

7. The conditions governing campsites will be that,

- (a) no campsite shall be constructed without prior written approval of the District Manager at Wawa of the proposed location for the campsite, and
- (b) campsites shall be removed following the completion of activities related to the harvesting of trees and the campsite area rehabilitated by the licensee to such specifications as may be fixed by the District Manager at Wawa with a view to maintaining aesthetic and recreational values.

#### TIME OF OPERATION

8. The harvesting of trees and all related activities may be prohibited, postponed, or restricted at such times and for such periods as designated by the District Manager in Wawa where in his opinion there is,

- (a) a possibility of environmental degradation resulting from inclement weather conditions, frost or thawing conditions, or erosion, or
- (b) a possibility of conflict with the use of the Park by visitors engaged in recreational activities.

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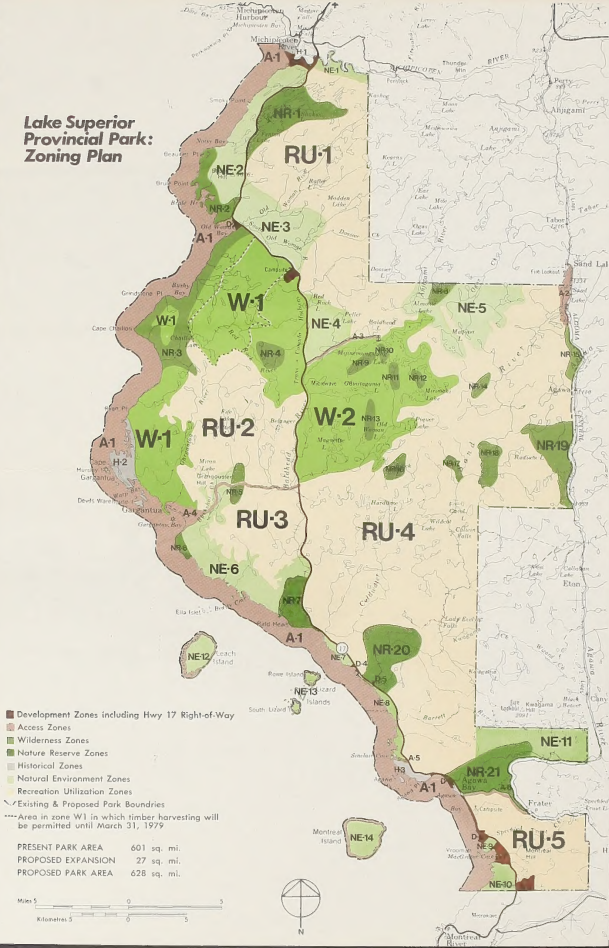
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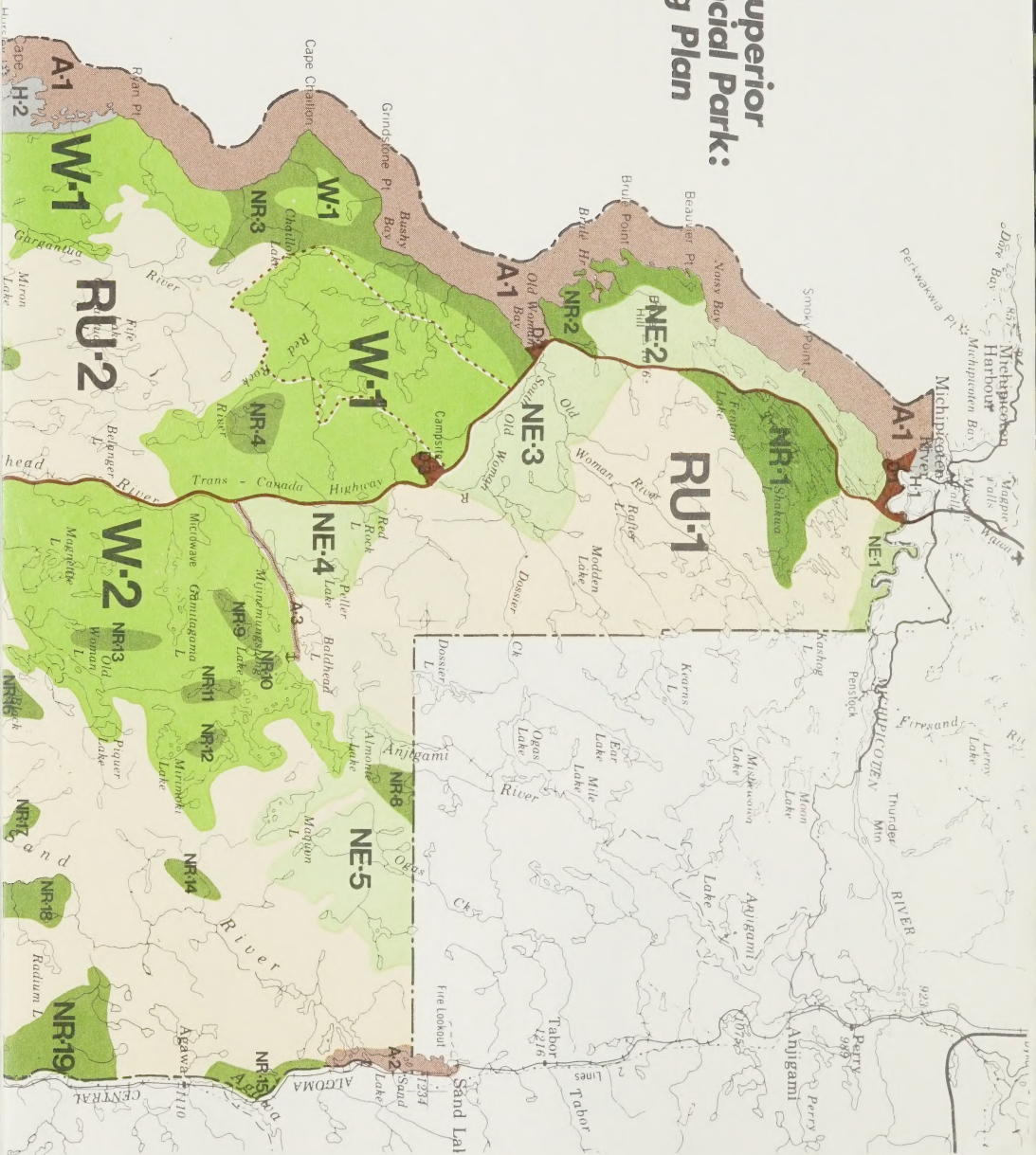


# Lake Superior Provincial Park: Zoning Plan





# Lake Superior Provincial Park: Zoning Plan









Ontario

Ministry of  
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Resources

Hon. Frank S. Miller  
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Deputy Minister



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